

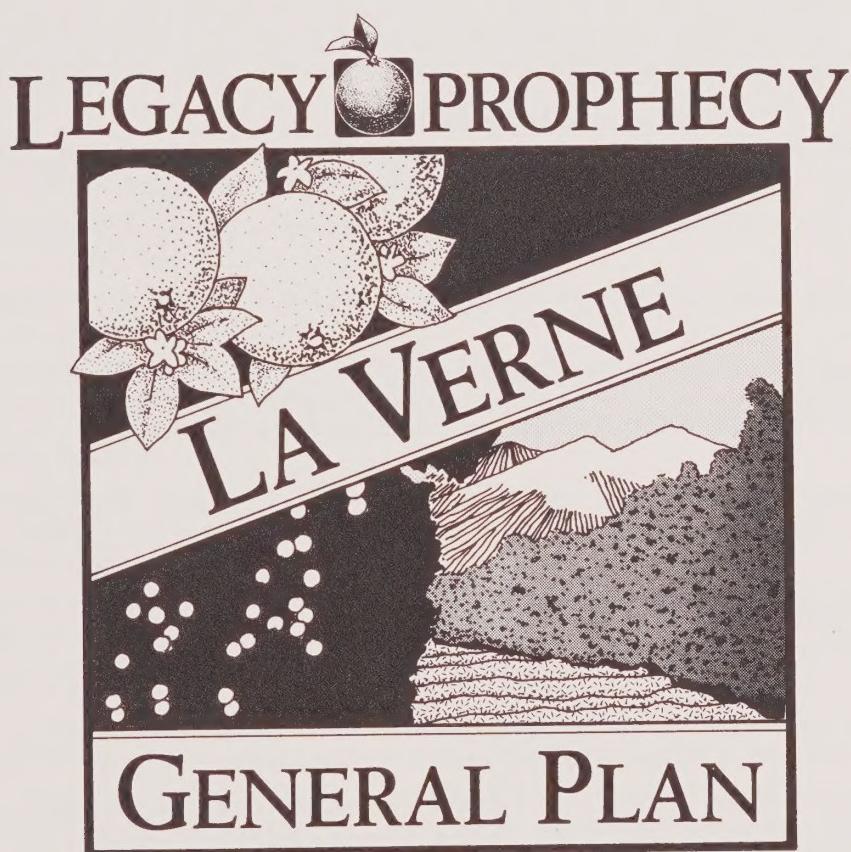
93 00590

LEGACY PROPHECY



THE
COMPREHENSIVE GENERAL PLAN
OF THE
CITY OF LA VERNE, CALIFORNIA

Adopted November 20, 1989



First Printing ■ December 1990

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

APR 26 1993

UNIVERSITY OF CALIFORNIA

Prepared by
City of La Verne Community Development Department



RESOLUTION NO. 89-216

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA VERNE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ADOPTING A COMPREHENSIVE GENERAL PLAN AND CERTIFYING THE ACCOMPANYING ENVIRONMENTAL IMPACT REPORT.

I. RECITALS

WHEREAS, Section 65300 *et seq.*, of the California Government Code authorizes cities and counties to prepare long-range, comprehensive guides known as general plans; and

WHEREAS, the City of La Verne adopted a general plan in 1962, consisting of a general plan text and maps; and

WHEREAS, the last comprehensive revision of the City of La Verne general plan was accomplished beginning in 1974; and

WHEREAS, the City Council has determined that the existing general plan, as amended, must be revised to sufficiently address the range and breadth of issues, technological, environmental, economic, and demographic changes that have affected La Verne since the 1974 plan was adopted; and

WHEREAS, subsequent analyses prepared by both the community development department and its consultants demonstrated that the City's general plan required many other technical modifications; and

WHEREAS, the City Council finds that further development approvals under the existing general plan documents constitute a threat to the health, safety, and welfare of the residents by failing to secure adequate facilities, environmental quality, and fiscal security desirable to the citizens of La Verne; and

WHEREAS, on April 25, 1985, the City Council authorized the Community Development Department to initiate the comprehensive revision of La Verne's general plan; and

WHEREAS, the City subsequently initiated a wide-ranging, four-year citizen participation program including, but not limited to, citizen surveys, community workshops, neighborhood meetings, City-wide meetings, a public information campaign, video programs and other techniques extending substantially beyond the requirements of law; and

WHEREAS, the City determined, on the basis of initial studies, that an EIR should be prepared for the revision in accordance with the California Environmental Quality Act of 1970, as amended and the City of La Verne's adopted environmental guidelines; and

WHEREAS, predecessor Chapter 2.52 of the La Verne Municipal Code, 1986, authorized the Commission on Environmental Quality to consider and make recommendations concerning environmental matters in the City; and

WHEREAS, the former Commission on Environmental Quality conducted a series of public meetings, including six neighborhood meetings, one City-wide meeting, and scoping sessions, on the following dates:

October 8, 1985
October 15, 1985
October 22, 1985
October 29, 1985
November 12, 1985

November 19, 1985
December 3, 1985
May 28, 1987
September 17, 1987
September 22, 1987

WHEREAS, Chapters 2.48 and 18.112 of the La Verne Municipal Code authorize the Planning Commission to recommend action to the City Council concerning the City's orderly growth and development, including both general plan matters and those environmental matters delegated upon the Commission on Environmental Quality's dissolution in January, 1988; and

WHEREAS, the Planning Commission conducted a series of public, joint study sessions with the City Council and separate public hearings on the following dates:

March 10, 1987 (Joint)	April 28, 1987 (Joint)
September 24, 1988 (Joint)	
October 12, 1988	February 8, 1989
November 9, 1988	February 22, 1989
November 30, 1988	March 8, 1989
December 14, 1988	March 22, 1989
January 11, 1989	April 12, 1989
January 25, 1989	April 26, 1989
	May 24, 1989

WHEREAS, the Planning Commission recommended approval of the draft, comprehensive general plan and the accompanying environmental impact report on May 24, 1989; and

WHEREAS, the City Council received additional input and recommendations from both the City's Traffic Commission and its Parks and Human Services Commission; and

WHEREAS, the City Council considered the Planning Commission's recommendation and public testimony in a series of public hearings as follows:

July 17, 1989	September 5, 1989
July 31, 1989	October 2, 1989
August 7, 1989	October 16, 1989
August 21, 1989	November 20, 1989

II. FINDINGS OF THE COUNCIL

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of La Verne as follows:

A. ENVIRONMENTAL IMPACT REPORT

Section 1. Relationship of General Plan to Environmental Impact Report; Adequacy of Environmental Impact Report (Case No. 62-87EIR). The Council HEREBY FINDS and DETERMINES, after reviewing and considering the information in the environmental impact report, that:

- a. The draft environmental impact report prepared for the comprehensive general plan revisions have been completed in compliance with CEQA in that it contains a complete and accurate accounting of all environmental impacts which may be expected; considers a reasonable range of alternatives; and identifies significant cumulative and long-term impacts which may be best addressed with this cautious, land sensitive general plan document; and
- b. Finds that despite the incorporation of mitigation measures, two significant impacts, air quality and transportation, cannot be reduced to a level of insignificance.

Section 2. Identification of Least Environmentally Disruptive (LED) Alternative. In accordance with Section 15126 d (3) of the California Environmental Quality Act and the City's own environmental guidelines, the City Council HEREBY FINDS and DETERMINES that the least environmentally disruptive alternative is the adoption of the proposed general plan described in revised Section 4.3.3 of the draft environmental impact report presented before the City Council at public hearing on November 20, 1989.

Section 3. Incorporation of Mitigation Measures. The City Council HEREBY FINDS and DETERMINES that the mitigation measures contained in the final environmental impact report represent a reasonable effort to eliminate the environmental consequences associated with implementation of the general plan. The Council HEREBY DIRECTS that all mitigation measures indicated in the environmental impact report be incorporated in the new general plan.

Section 4. Adoption of Statement of Overriding Considerations. The City Council finds that, despite the existence of air quality and transportation impacts, the proposed general plan represents substantial and overriding benefits to the public health and safety which could not be achieved in the absence of the plan, and THEREFORE ADOPTS the Statement of Overriding Considerations (SOC) contained in Exhibit "A", attached hereto and incorporated by this reference in its entirety.

B. COMPREHENSIVE GENERAL PLAN

Section 5. Adoption of Draft General Plan. The City Council HEREBY APPROVES and ADOPTS the comprehensive revision of the La Verne general plan (Case No. 63-87GP), including text, graphics, and land use map as presented at the public hearing of November 20, 1989. The Council FURTHER DECLARES that:

- a. Finding of Completeness and Adequacy. The adopted general plan contains a thorough and adequate treatment of land use, economic and development issues within the realm of general plan development. The general plan includes four new or expanded permissive elements not previously available: community design, community facilities, cultural resources, and economic development.
- b. Promotion of Public Health, Safety, and Welfare. The plan includes a wide variety of techniques to enhance the public health, safety, and welfare including an expanded public safety element incorporating defensible space strategies, fire hazard policies and emergency planning. The plan increases housing opportunities through the creation of neighborhood housing services, cooperative and sweat equity housing development, and specialized zoning controls for target housing and social service needs. The plan further protects the public health by limiting development to those areas capable of sustaining it without irreversible damage to the environment. In particular, the plan protects riparian areas, ridgelines, native oaks and other significant vegetation; and reduces the landslide potential, seismic hazards, visual impact and habitat damage of new development by limiting development to those areas of less than 25 percent slope.
- c. Good City Planning Practices. The general plan represents an advancement in the City's planning practices by reducing development intensity in those areas which cannot be served by critical public facilities; by reducing environmental damage by strengthening design controls, eliminating ridgeline grading and eliminating grading and other development practices in areas exceeding 25 percent slope. These standards result from extensive public testimony concerning the geologic, environmental and visual effects of grading in steeply sloping areas.
- d. Relationship to General Plan Environmental Impact Report. It is the intent of the City Council that the general plan and environmental impact report be seen as integrally related documents.
 1. The Council DECLARES that every reasonable attempt has been made to incorporate the issues, concerns and mitigation measures of the environmental impact report into the general plan, and vice versa. In the event that by error or omission some issue, policy, mitigation measure or action has not been incorporated from the report into the general plan, the mitigation measure shall be presumed a part of the general plan as if it had been separately adopted.
 2. The Council DECLARES that adoption of this general plan and environmental impact report does not preclude the necessity or requirement for any further environmental review which would normally be conducted in conjunction with project approvals under City of La Verne environmental guidelines.

Section 6. Consistency with Recent Statutes. In adopting this general plan, the Council HEREBY FINDS, DETERMINES, and DECLARES that every reasonable effort has been made to incorporate recent legislation into the general plan. This includes the incorporation of specific provisions, goals, objectives and policies as follows:

- a. Transportation. That the adopted general plan contains specific objectives, policies, and implementation measures as required by Assembly Bill 35 (1989) and related legislation; and that said document constitutes an approved transportation element pursuant to said legislation.
- b. Child Care, Social Services, and the Homeless. The general plan, as adopted by Council, contains a series of specific objectives and policies with respect to the provision of child care, social services, and the homeless as provided by relevant provisions of State law.
- c. Mineral Resources. The general plan, as adopted by the Council, considers secondary level mineral resources that lie beneath the Foxglen area, as required by State law. The general plan makes no provision for their extraction, since the City Council FINDS and DETERMINES that:
 1. Such resources are unlikely to be needed during the life of this general plan; and
 2. Extraction from an existing residential neighborhood would negatively impact the surrounding community.

- d. Wildland Fire. The public safety, community facilities, and land use elements contain a complete description and policy structure necessary to deal with wildland fire hazards, as provided by State law. The plan has been reviewed by the City's police and fire departments.
- e. Environmental Review. The adopted general plan is consistent with the provisions of Assembly Bill 3180 (1988) in that it incorporates specific mitigation measures directly into the draft general plan. The Council FURTHER DECLARES that the community development director or his designee shall be the primary party responsible for successful completion of the mitigation measures specified in the plan. The community development department shall file an annual report with the governing body demonstrating progress toward implementation of the plan.
- f. Housing. The general plan, through its housing element, provides objectives, quantified targets, and specific policies for development of municipal housing programs consistent with State law. The City Council HEREBY AFFIRMS that it has responded to all issues identified in the Department of Housing and Community Development's preliminary review.

Section 7. Adoption by Reference of the Los Angeles County Hazardous Waste Management Plan. The City Council HEREBY ADOPTS the Los Angeles County Hazardous Waste Management Plan, and DIRECTS that it be incorporated by reference into the La Verne general plan. The Council further FINDS that the general plan is consistent with the intent of the Hazardous Waste Management Plan by ensuring that the City of La Verne accepts its fair share responsibility for the provision of critical regional facilities. The plan provides additionally for development of stringent local policies concerning the development of these facilities.

Section 8. The City Council HEREBY ADOPTS the Regional Air Quality Management Plan, and DIRECTS that it be incorporated by reference into the La Verne general plan. Adoption by Reference of the Regional Air Quality Management Plan of the South Coast Air Quality Management District. In making this determination, the Council intends that in the event any conflict exists between the general plan and the air quality plan, the more precise language of the general plan shall prevail.

Section 9. Consistency of Housing Element with State Guidelines. The City Council HEREBY FINDS and DETERMINES that the housing element of the general plan is consistent with those guidelines issued by both the Office of Planning and Research (OPR) and the State Department of Housing and Community Development (HCD). The Council further FINDS that a reasonable attempt has been made to incorporate all comments resulting from State Clearinghouse and HCD reviews.

Section 10. Incorporation of the Parks and Recreation Facilities Master Development program. The Council HEREBY DIRECTS that the Parks and Recreation Facilities Master Development Program, prepared as a companion document, is consistent with all relevant provisions of the general plan. The Council HEREBY DIRECTS that the Parks and Recreation Facilities Master Development Program be incorporated into the general plan by reference.

Section 11. Relationship to Strategic Plan. The City Council recognizes the importance of organizational strategic planning. In adherence to the fundamental tenets of the draft strategic plan, the strategic plan has been found consistent with relevant provisions of this general plan. At any future date upon which the strategic plan may receive final Council approval, the Council HEREBY DIRECTS that the plan be bound into the text as an informational supplement to the draft general plan. Should any conflict arise between the adopted general plan and the strategic plan, the general plan shall take precedence.

Section 12. Public Comment. The Council HEREBY AFFIRMS that it considered, to the best of its ability, all public testimony and all relevant information provided to it; and that the general plan adopted by this resolution represents its best effort to accommodate the diverse and competing needs of residents, property owners, and social and economic components of the City's population and workforce.

C. IMPLEMENTATION MEASURES

Section 13. Notification of Public Agencies; Transmittal of Adopted plans. The City Council HEREBY DIRECTS the City Clerk to transmit one copy of the approved plan to the following state, regional, and county agencies as provided by law:

Air Resources Board
California Department of Transportation
County of Los Angeles, Department of Public Works
California Department of Health Services
County of Los Angeles, Department of Regional Planning
Division of Mines and Geology
Department of Housing and Community Development
Office of Planning and Research
Southern California Association of Governments

Section 14. Direction to Prepare and Publish. The City Council HEREBY DIRECTS the Community Development Director or designee to publish a revised edition of the general plan containing all final revisions as bound in the copy on file with the Council and presented at the public hearing of November 20, 1989. Copies of this resolution shall be bound into both the final general plan and final environmental impact report.

Section 15. Annual Report. Consistent with the provisions of State law, the Community Development Director shall file an annual report with the Council demonstrating the status of the general plan and its implementation. Upon receipt and action by the Council, one copy shall be transmitted to the State Office of Planning and Research.

Section 16. Authorization to Initiate Zoning Consistency Studies, Preparation of New Zoning and Subdivision Ordinances. The City Council HEREBY DIRECTS the Community Development Department to begin the preparation of revised zoning, subdivision and other ordinances necessary to implement the new general plan. The City Council anticipates that pending adoption of such ordinances, persons may apply for city development permits requiring a finding of consistency with both the general plan and zoning regulations. Applicants for such development permits in areas where zoning regulations are inconsistent with general plan regulations shall apply for modifications to applicable provisions of the zoning ordinance to bring it into conformity with the ordinance. The City Council shall not approve the development permit until such modifications are adopted.

Section 17. Primacy of General Plan. The City Council HEREBY FINDS, DETERMINES, and DECLARES that the adopted, revised comprehensive general plan represents the City's officially adopted policy for the growth, land use, development, and protection of La Verne. In the event that the general plan is found to conflict with any City statute, ordinance, policy, rule, regulation, or action, it is the intent of the City Council that the general plan shall have precedence.

Section 18. Statement Concerning Vested Development Rights. The City Council HEREBY FINDS, DETERMINES, and DECLARES that adoption of this general plan provides no vested rights with respect to any preceding general plan or zoning ordinance, to any owner of property not expressly protected by an existing development agreement reviewed and approved by the City Council prior to January 31, 1990.

Section 19. Severability. The City Council HEREBY FINDS and DECLARES that it has adopted this general plan in its entirety. In the event that any court of competent jurisdiction declares any part of this general plan to be null and void, the remaining portions shall remain in full force and effect. The Council declares that it adopted this general plan as if it had adopted each phrase, sentence and element thereof separately.

Section 20. Passage and Adoption. The Mayor shall sign, and the City Clerk shall certify to the passage and adoption of this Resolution, and thereupon the same shall take effect and be in force.

APPROVED AND ADOPTED the 20th day of November, 1989.

/s/ JON BLICKENSTAFF

Mayor of the City of La Verne

ATTEST:

/s/ N. KATHLEEN HAMM

City Clerk



ACKNOWLEDGEMENTS

CITY COUNCIL

Jon Blickenstaff, Mayor

Thomas R. Harvey, Mayor Pro Tem

Patrick J. Gatti, Councilman

Craig Walters, Councilman

Robert Rodriguez, Councilman

Martin R. Lomeli, City Manager

PLANNING COMMISSION

Jack Huntington, Chairman

John McGinty, Commissioner*

Ron Dilley, Commissioner

Joseph Farnan, Commissioner

Judy Hyle, Commissioner*

James Morris, Commissioner

Jan Rempt, Commissioner

COMMISSION ON ENVIRONMENTAL QUALITY

Jan Rempt, Chairman*

Michael Thuman, Vice Chairman*

Richard Buchholz, Commissioner*

Jim Cook, Commissioner*

Hal Fredericksen, Commissioner*

Frank Sigona, Commissioner*

Donna Butler, Commissioner*

Ray Johns, Commissioner*

STAFF

Steven A. Preston, A.I.C.P.

Community Development Director

Joan McDowell, Principal Planner

Linda S. Christianson, Associate Planner

Craig Hensley, Assistant Planner+

Alex Ramirez, Assistant Planner

Carl Holm, Assistant Planner

Cherole Burdette, Administrative Aide

Darleen Farrell, Administrative Clerk

Ken Farfsing, Former Director

* Former chairman

+ Former staff member

The City of La Verne wishes to thank the following sources for historical information read throughout the General Plan.

University of La Verne Press

La Verne Magazine

Intercollegiate Press Association

Evelyn Hollinger

City of La Verne Historian and author of

La Verne, The Story of the People Who Made a Difference, 1937-1987

Published by the Historical Society of La Verne, 1989

La Verne Chamber of Commerce

La Verne Historical Tour Committee

A Pictorial Guide to Historic La Verne, 1987

ACKNOWLEDGEMENTS

CONSULTANTS TO THE CITY

Cotton/Beland/Associates
1028 North Lake Avenue, Suite 107
Pasadena, California 91104
R. Dale Beland, AIA, AICP
Laura Hudson
Marc Blodgett
Paula Kelly
Marianne Wright
Angela Barnett

Weston Pringle and Associates
Traffic and Transportation Engineering
2651 East Chapman Avenue, Suite 110
Fullerton, California 92631
Weston S. Pringle, PE
Todd Fagen
Paul Miller

Leighton and Associates
Soil Engineering, Geology
667 Brea Canyon Road, Suite 31
Walnut, California 91789
John H. Hansen, CEG 1082
Chief Engineering Geologist
Donald E. Brockway, RCE 13552
Chief Geotechnical Engineer

Others:

Evelyn Hollinger, City Historian
Save Old La Verne's Environment (SOLVE)
Donald Kendrick, President
Gardner Communications Group
Pam Gardner, Director

TABLE OF CONTENTS

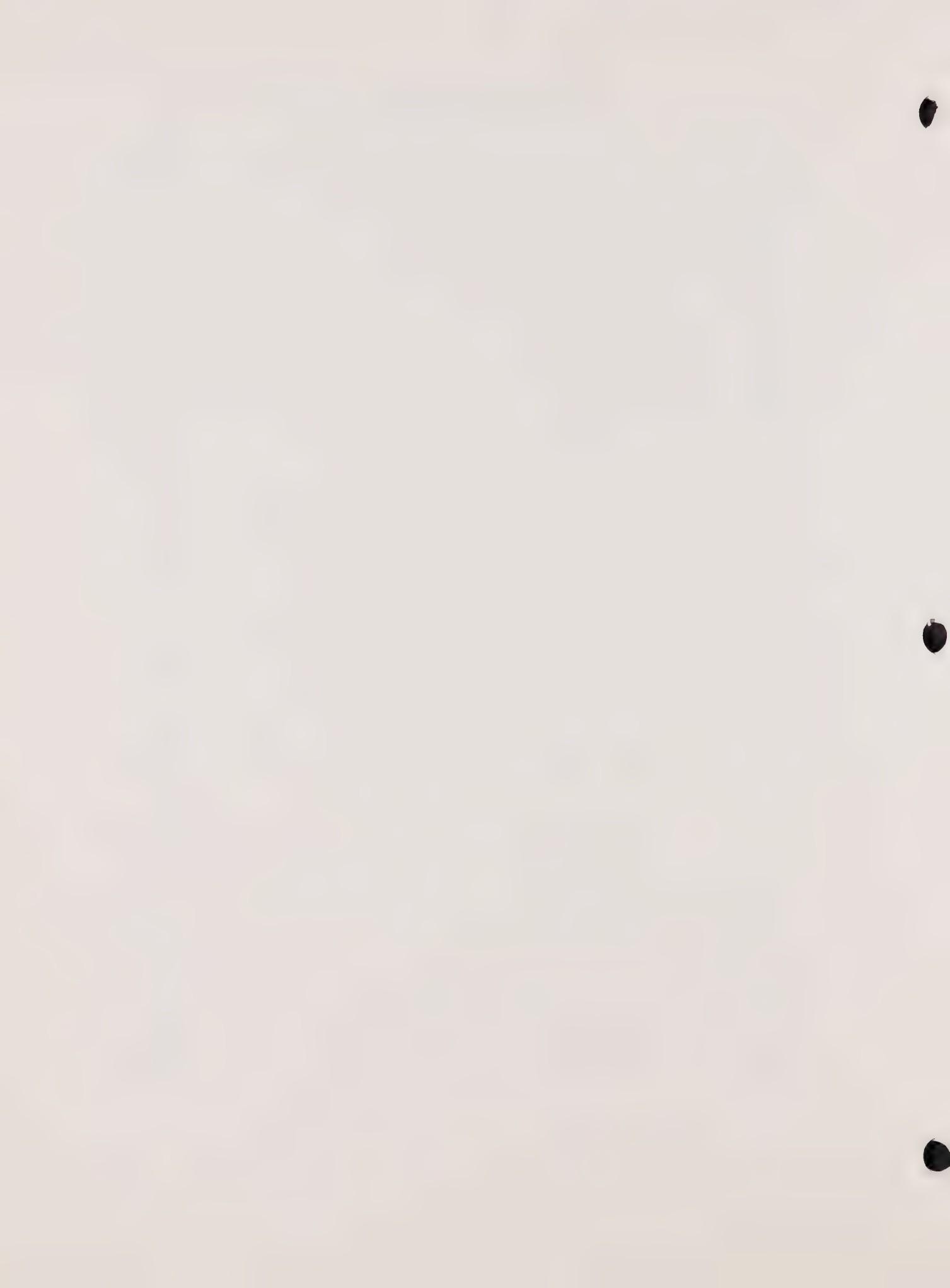
	Page
INTRODUCTION	I-1
LAND USE CHAPTER	LU-1
Citywide Issues	LU-4
Neighborhood One—North La Verne Hillsides	LU-9
Neighborhood Two—North La Verne	LU-16
Neighborhood Three—Northwest La Verne	LU-20
Neighborhood Four—Foxglen	LU-21
Neighborhood Five—Foothill Corridor	LU-22
Neighborhood Six—West La Verne	LU-24
Neighborhood Seven—Lordsburg	LU-25
Neighborhood Eight—South La Verne	LU-27
Land Use Plan	LU-30
Implementation Measures	LU-34
TRANSPORTATION CHAPTER	TR-1
Introduction	TR-1
Goals and Policies	TR-2
Implementation Measures	TR-14
COMMUNITY FACILITIES CHAPTER	CF-1
Introduction	CF-1
Goals and Policies	CF-1
Implementation Measures	CF-5
HOUSING CHAPTER	H-1
Introduction	H-1
Goals and Policies	H-13
Implementation Measures	H-16
PUBLIC SAFETY CHAPTER	PS-1
Introduction	PS-1
Goals and Policies	PS-1
Implementation Measures	PS-9
Public Safety Risk Assessment	PS-11
RESOURCE MANAGEMENT CHAPTER	RM-1
Introduction	RM-1
Goals and Policies	RM-5
Implementation Measures	RM-8
NOISE CHAPTER	N-1
Introduction	N-1
Goals and Policies	N-7
Implementation Measures	N-9
Noise Measurement and Standards	N-13

TABLE OF CONTENTS

	Page
CULTURAL RESOURCES CHAPTER	CR-1
Introduction	CR-1
Goals and Policies	CR-1
Implementation Measures	CR-6
ECONOMIC DEVELOPMENT CHAPTER	ED-1
Introduction	ED-1
Goals and Policies	ED-1
Implementation Measures	ED-4
COMMUNITY DESIGN CHAPTER	CD-1
Introduction	CD-1
Goals and Policies	CD-1
Neighborhood Design Plans	CD-49
GLOSSARY	G-1

LIST OF TABLES

	Page	
Table LU-a:	Calculation of Residential Buildout Under Existing General Plan	LU-2
Table LU-b:	Total Housing Units/Population for Each Alternative	LU-2
Table LU-c:	Effective Buildout Population	LU-4
Table LU-d:	Calculation of Residential Buildout for Each Alternative	LU-4
Table LU-1:	Land Use Policy Matrix	LU-31
Table LU-2:	Comparison of General Plan Land Use and Zoning Categories	LU-32
Table LU-3:	Comparison of Specific Plans to General Plan Land Use Categories	LU-33
Table TRANS-1:	Summary of Recommended Minimum Street Design Standards	TR-3
Table TRANS-2:	Daily Traffic Capacities—Arterial Streets	TR-4
Table TRANS-3:	Level of Service Description	TR-16
Table TRANS-4:	Trip Generation Rates	TR-17
Table TRANS-5:	Trip Generation—Existing Land Use Compared to General Plan	TR-18
Table H-1:	Existing Population and Housing Units in La Verne	H-2
Table H-2:	Housing Expenditures as Percentage of Income	H-4
Table H-3:	Median Income and Median Housing Costs	H-4
Table H-4:	Households with Special Needs by Census Tracts	H-5
Table H-5:	La Verne Housing Capacity	H-8
Table H-6:	Capacity of Vacant Acreage by General Plan Land Use Designation	H-9
Table H-7:	Summary of Housing Programs from Previous Element— 1985 through 1988	H-11
Table H-8:	Summary of Housing Programs	H-16
Table H-9:	Regional Housing Needs Assessment (RHNA)	H-19
Table PS-1:	Environmental Risk Assessment Framework	PS-12
Table RM-1:	Existing Park Space Needs Assessments	RM-2
Table RM-2:	Future Park Space Needs Assessments	RM-2
Table N-1:	State of California Noise and Land Use Compatibility Guidelines	N-11
Table N-2:	Sound Levels and Loudness of Illustrative Noises in Indoor and Outdoor Environments	N-12
Table CR-1:	National Register Candidates and State Landmark Candidates	CR-4
Table CR-2:	Archaeological Sites in La Verne	CR-5
Table CD-1:	Arterial Street Tree Selection	CD-6
Table CD-2:	Water Conserving Plants for Hillsides Development and Ornamental Plant Material Emphasis	CD-8
Table CD-3:	Suggested Parking Lot Trees	CD-9
Table CD-4:	Native and Protected Species	CD-11
Table CD-5:	Preservation of Important Plant Material	CD-22



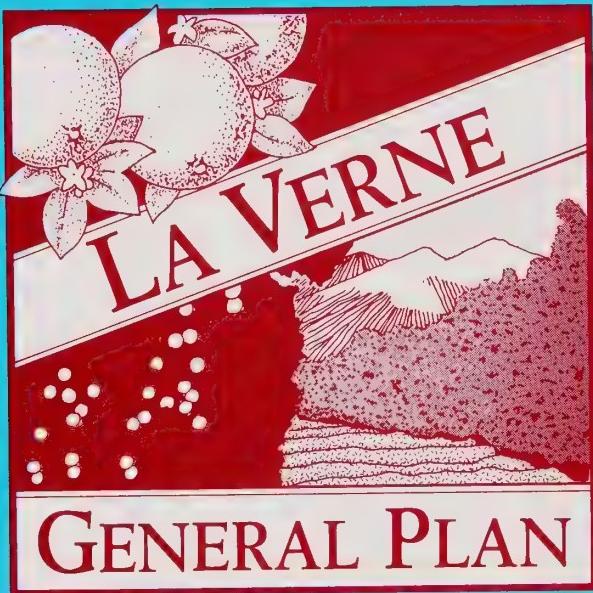
LIST OF FIGURES

	Page	
Figure LU-1:	Land Use Policy Map	LU-3
Figure LU-2:	Neighborhood Planning Areas	LU-8
Figure LU-3a:	Development Constraints	LU-11
Figure LU-3b:	Development Constraints	LU-12
Figure TR-1:	Circulation Plan	TR-5
Figure TR-2:	Parking Plan	TR-7
Figure TR-3:	Existing/Proposed City Circulation Facilities	TR-9
Figure TR-4:	Street Design Standards	TR-11
Figure TR-5:	Directional Distribution	TR-13
Figure TR-6:	Proposed General Plan City Buildout Average Daily Volumes	TR-15
Figure CF-1:	Existing and Proposed Community Facilities Land Uses	CF-4
Figure H-1:	1980 Household Income Characteristics	H-3
Figure H-2:	La Verne Census Tracts	H-6
Figure H-3:	Existing Vacant Land	H-10
Figure H-4:	Housing Policy Map	H-14
Figure PS-1:	Geotechnical Hazards and Constraints	PS-2
Figure PS-2:	Public Safety Hazards	PS-3
Figure PS-3:	Emergency Evacuation Routes	PS-8
Figure RM-1:	Service Areas of Existing Parks	RM-3
Figure RM-2:	Service Areas of Existing and Future Parks	RM-4
Figure RM-3:	Hydrology/Flood Control	RM-7
Figure RM-4:	Streets with Significant Scenic Vistas	RM-9
Figure RM-5:	Esperanza Drive—Photo 1	RM-12
Figure RM-6:	Esperanza Drive—Photo 2	RM-13
Figure RM-7:	Esperanza Drive—Photo 3	RM-14
Figure RM-8:	Esperanza Drive—Photos 4 and 5	RM-15
Figure RM-9:	Wheeler Avenue—Photo 6	RM-16
Figure RM-10:	Golden Hills Road—Photo 7	RM-17
Figure RM-11:	Golden Hills Road—Photo 8	RM-18
Figure RM-12:	Golden Hills Road and San Dimas Canyon Road— Photos 9 and 10	RM-19
Figure RM-13:	San Dimas Canyon Road—Photos 11 and 12	RM-20
Figure RM-14:	Master Plan for Bikeways and Trails	RM-21
Figure RM-15:	Master Plan of Parks and Recreational Facilities	RM-22
Figure RM-16:	Park Function	RM-23
Figure RM-17:	Resource Management Policy Map	RM-24
Figure N-1:	Community Noise Equivalent Level (CNEL) Contours for the 1980 Transportation Activity North Half of the City	N-2
Figure N-2:	Community Noise Equivalent Level (CNEL) Contours for the 1980 Transportation Activity South Half of the City	N-3
Figure N-3:	Community Noise Equivalent Level (CNEL) Contours for the 1990/1995 Transportation Activity North Half of the City	N-4

LIST OF FIGURES

	Page
Figure N-4:	Community Noise Equivalent Level (CNEL) Contours for the 1990/1995 Transportation Activity
	South Half of the City N-5
Figure N-5:	Community Noise Equivalent Level (CNEL) Contours for the Year 2010 Route 30 Freeway Below Grade Alternative
	N-6
Figure CR-1:	Cultural Resources Policy Map CR-2
Figure CD-1:	Community Design Survey/Recon Map CD-2
Figure CD-2:	Community Design Plan CD-3
Figure CD-3:	Suggested Alley Treatments CD-5
Figure CD-4:	Aerial View of Landscape Treatment (Right and Wrong) CD-7
Figure CD-5:	Suggested Boulevard Treatment CD-10
Figure CD-6:	Street Trees and Significant Trees CD-12
Figure CD-7:	Sample Paving Treatments CD-13
Figure CD-8:	Downtown La Verne (Schematic) CD-15
Figure CD-9:	Suggested Portal Treatments CD-17
Figure CD-10:	Aerial View—Neighborhood Portal CD-18
Figure CD-11:	County Islands CD-20
Figure CD-12:	Key Topographical Features CD-21
Figure CD-13:	Suggested Auto Court Treatment CD-24
Figure CD-14:	Suggested Watercourse Treatment CD-25
Figure CD-15:	Hillside Design Techniques CD-26
Figure CD-16:	Industrial Design CD-28
Figure CD-17:	Outdoor Elements CD-31
Figure CD-18:	Streetscape Improvements CD-32
Figure CD-19:	Landscape Screening CD-33
Figure CD-20:	Street Furniture CD-34
Figure CD-21:	Parking Lot Design CD-35
Figure CD-22:	Pedestrian Amenities CD-36
Figure CD-23:	Civic Center Node CD-39
Figure CD-24a:	Principles of Ground Sign Design CD-41
Figure CD-24b:	Principles of Ground Sign Design CD-42
Figure CD-25a:	Subdivision Design Principles CD-44
Figure CD-25b:	Subdivision Design Principles: Setbacks and Driveways CD-45
Figure CD-25c:	Subdivision Design Principles: Equestrian Trail CD-46
Figure CD-26:	Legend to Neighborhoods CD-48
Figure CD-27:	Suggested Boulevard Treatment: Meandering Sidewalk CD-53
Figure CD-28:	Suggested Boulevard Treatment: Major Intersection CD-54
Figure CD-29:	Foothill Boulevard Streetscape CD-60
Figure CD-30:	Building on Historic Character CD-62
Figure CD-31:	South La Verne—Major Portal Treatment CD-66
Figure CD-32:	“E” Street—Plan View CD-67
Figure CD-33:	Entry Statement: Arrow Highway CD-68
Figure CD-34:	Puddingstone—Street Profile CD-69
Figure CD-35:	Typical Street and Buffer Treatments South La Verne CD-70

INTRODUCTION





INTRODUCTION

California law requires each city and county to have an adopted general plan. The law specifies that each general plan address seven issue areas: land use, circulation, housing, conservation, open space, noise, and safety.

- Land use issues include a discussion of current land use in the city, development trends, and a future land use plan for the city and sphere of influence.
- Transportation routes, (including the proposed freeway in La Verne), design standards for streets, and current and future traffic levels on city streets are among the issues covered in the circulation section of the general plan.
- The housing section looks at current and future need for housing units, the capacity in the city for additional units, the types of households that will need some form of assistance or special housing, and ways to conserve existing housing.
- Conservation issues concern natural and man-made resources in the city: plants, animals, and cultural resources.
- Open space issues include a discussion of parks and recreation resources.
- Existing and future noise from traffic and other activities are issues discussed in the noise section.
- The safety section of the general plan analyzes conditions in the city that may be hazardous to those who live and work there, such as fires, earthquakes, landslides, and hazardous materials.

Each of these issue areas have goals, policies and implementation measures designed to provide a safe and pleasant environment into the future.

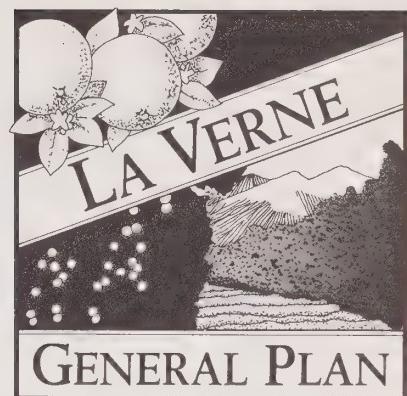
La Verne's general plan contains ten chapters that cover not only the seven issue areas required by state law, but also several other optional chapters. These include: land use; community facilities; noise; public safety; cultural resources; housing; resource management; transportation; economic development; and community design.

Purpose of the General Plan. General plans provide comprehensive planning for the future. A general plan usually covers a 20-year time period. Estimates are made about future population, household types and employment base, so that plans for land use and facilities can be made to meet changing needs.

Each issue area covers a certain aspect of the city's growth and development. But they are consistent with each other and, taken together, provide a guide for all aspects of planning for the future. This does not mean that the plan never changes until it is updated for the next 20 years. As time passes, certain assumptions made in the general plan may no longer be valid, due to changing circumstances or new information. State law provides for this by allowing amendments to the general plan.

Organization of the La Verne General Plan. The La Verne general plan consists of three separate documents—the background report, the general plan document, which contains each issue area, and the environmental impact report.

The background report serves as a "state of the city" report, providing information on existing conditions. This background information is the basis for issues identification in the general plan document. The



general plan document contains 10 chapters, each consisting of three to four sections. The first section is the introduction, which briefly defines the issues for that chapter. The second part contains the goals and policies that address each issue. In some chapters where there are issues specific to a certain neighborhood, the goals and policies are grouped by neighborhood. Implementation measures, which provide specific strategies for attaining the goals and policies are in the third section of the element. Some of the elements have a fourth section that provides additional information required by state law for that particular issue area. Finally, the environmental impact report documents how the proposed plan would affect the environment. It offers a series of alternatives which citizens can use to compare the plan's effects.

General Plan Philosophy. La Verne's approach to the general plan emphasizes six philosophical issues:

1. The general plan must be developed by the same citizens it seeks to serve if it is to be effective. It cannot be imposed artificially on the citizens. The three-year effort leading to this general plan included start-to-finish participation beginning with a citywide survey; neighborhood "kaffles" in each neighborhood; a series of citywide meetings; and a long term outreach effort, all in addition to conventional public hearings.
2. The plan must reflect the uniqueness of La Verne. Throughout its length, the general plan has been written to recognize and reinforce the same characteristics which make La Verne unique: healthy respect for La Verne's heritage as the heart of the citrus belt; protection of the small town character which makes La Verne desirable; and recognition of the institutions which have shaped La Verne physically and socially.
3. The plan must be written in straightforward, plain English. This means no buzzwords; technical terms defined in a glossary; strong, assertive policies tied wherever possible to a specific target or objective.

4. The plan should be a treat to read. In its final form, the plan will include more than 100 sidebars and photographs documenting La Verne's history and flavor with interesting facts, quotes, and images.
5. The plan must be technically competent. Upon completion, the general plan will not only meet but far exceed the minimum requirements of California law. In addition to the minimum requirements, the plan includes chapters addressing community design, historic preservation, and economic development.
6. The plan must recognize the strength and value of neighborhoods. Wherever possible, the text is divided into both citywide and neighborhood policies, an unusual feature in a city of only 30,000. This organization reflects the city's commitment to the validity of neighborhood-level planning.

Citizen Participation. The citizen participation program for the La Verne general plan was organized into three separate phases. Every effort was made to ensure that all residents were given the opportunity to participate in the general plan update program. Each phase of the program is described below.

Phase I

Conducted in the fall and winter of 1985, this phase included:

- A citywide survey reaching every post office box holder in the city, which generated an eight percent return;
- Seven neighborhood "coffee klatch" meetings conducted by the commission on environmental quality. More than 250 people attended these meetings, which were held at various sites throughout the city such as churches and schools.
- Research and review of existing surveys, including the one prepared for the Foothill Boulevard Committee.

Phase II

Designed to extend public participation into the actual formulation of policies, this phase too, place in 1986-1987 and included:

- Development of a portable general plan display, which was rotated throughout the city during the general plan hearings.
- A widely advertised “scoping session” on the draft environmental impact report, conducted by the Commission on Environmental Quality.
- Two joint study sessions conducted by the City Council and Planning Commission. These meetings included representatives from the parks and human services commission, traffic commission, and commission on environmental quality.
- Two neighborhood workshops—one in North La Verne and one in South La Verne—to obtain citizen comments on the first set of land use policy maps.
- A press party, including discussions concerning the proposed plan with local reporters and a complete press kit containing general plan information.
- A speaker’s bureau operated by community development staff.

- A full-page, display advertisement in the local newspaper to draw public comment.
- A citywide postcard mailing to advertise the hearings.
- Wide coverage in the city’s newsletter, the Chamber of Commerce’s newsletter, and other local media.
- “Bring out the public” announcements in both the utility bill mailings and on cable television.
- Production of a general plan video, prepared by Community Development Department staff.
- A revised version of the general plan display.
- A banner hung across one of La Verne’s main streets for four weeks before and during public hearings.
- Circulation of the general plan and draft environmental impact report to more than 50 government agencies and community groups; and internal circulation to an additional 50 members of staff, city commissioners and advisory groups.
- Conventional public notices for completion of the draft environmental impact report; and public hearings on the environmental impact report and general plan.

Phase III

This phase began in January, 1988 and, in addition to ongoing press relations and speaker’s bureau included:

(

(

(

LAND USE





LAND USE

La Verne has a legacy of caring for its physical development. Serious land use issues face La Verne's individual neighborhoods, as well as the city at large. In addition to citywide issues, this chapter explores issues at the neighborhood level, recognizing that La Verne's success rests in the sensitive planning of her neighborhoods.

From more than 10 community workshops, questionnaires and study sessions, citizens identified the land use issues facing La Verne. The background report also identified important land use issues. The main issues discussed are listed below:

- Hillside development policies and standards were jeopardized until 1981 by the development community's control over the planning process. Consideration of development in the hillside areas should involve safety and open space preservation.
- The Foothill corridor faces increasing development pressure as its forty remaining vacant acres are pressed into use. The *Foothill Boulevard Specific Plan* should be incorporated into the general plan.
- Lordsburg has faced some deterioration due to lack of city resources, recent growth, and a threatened loss of neighborhood character in some areas. Protection of La Verne's historic identity is a top priority.
- The Arrow Highway corridor continues to require careful planning and redevelopment that will address and balance competing needs.

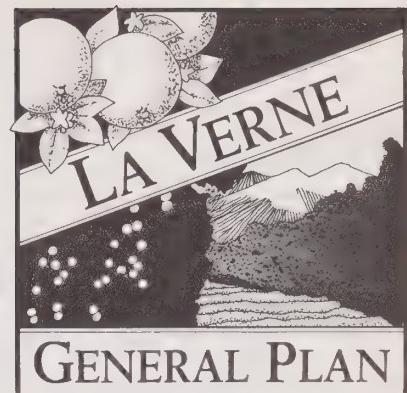
The goals and policies for this chapter include revisions to the hillside development guidelines, and lowered land use and development densities. These goals and poli-

cies are mapped, reflecting community values and providing the vision to guide La Verne into the 21st Century. The land use policy map for the city is presented in Figure LU-1.

Summary. The land use chapter established policies to stabilize the tremendous growth which characterized La Verne's development during the 1970's and 1980's, when La Verne was among the fastest growing communities in Los Angeles County. If these policies are aggressively pursued, the level of growth La Verne would be required to sustain will drop from a maximum theoretical population of nearly 40,000 to a population of 37,430.

These policies stress comprehensive planning in four target areas:

- The hillside districts, where residential development has produced far-reaching environmental consequences including loss of habitat, viewshed, open space and other qualities which La Verne residents expressed as important during the citizen participation program.
- The Foothill Boulevard corridor, which carried simultaneously the greatest opportunities for supplying needed services not currently available, but also the greatest circulation difficulties.
- The original Lordsburg townsite, including the downtown ("Oldtown") area, with its unique character and a great need for economic development.
- The industrial corridor in the city's southern portion, offering the last major opportunity for the City to sustain its economic future through high-quality, planned industrial and business park development.



GENERAL PLAN



Lordsburg was founded in 1887 by Issac W. Lord, Secretary of the Board of Trade (now the Los Angeles Chamber of Commerce) who encouraged the Santa Fe Railroad to compete with Southern Pacific Railway's monopoly by laying track through La Verne. Advertising land along the new railway enticed some easterners but it wasn't until the colony of the German Baptist Church of the Brethren settled in Lordsburg and opened a college that the population started to grow.

In adopting this element, the City Council finds that continued residential development is not desirable if it taxes the City's ability to provide needed public services. The plan therefore:

- Shifts the city's land use pattern to generate more revenue-producing commercial and industrial uses to

offset the tremendous amounts of residential and institutional land use which require more in services than they return in revenue.

- Sets a modest target population between 34,781–36,000 residents (the City's best reasonable estimate of buildout population projected for the

Table LU-a
Calculation of Residential Buildout Under Existing General Plan

Land Use Designation/ Density	Acres	Dwelling Units
Single Family (0–2 du/acre)	27	54
Single Family (0–3 du/acre)	209	627
Single Family (0–4.5 du/acre)	796	3,582
Multiple Family (0–10 du/acre)	128	1,280
Multiple Family (0–15 du/acre)	80	1,200
Planned Dev. (5 du/acre (est.))	243	1,215
Mobile Home (12 du/acre (est.))	176	2,112
Rural Res. (1 du/5 acres)	674	135
Res. Planned Dev. (0–2 du/acre)	589	1,178
Hillside SF (0–3 du/acre)	775	2,325
TOTAL	3,697	13,708

Table LU-b
Total Housing Units/Population for Each Alternative

Alternatives	Total Housing Units	Average Household Size (c)	Buildout Population
Prop. Proj. (a)	12,907	2.9	37,430
Alt. 1 No Proj. (b)	10,610	2.9	30,769
Alt. 2 Foothill (a)	10,996	2.9	31,888
Alt. 3 Foothill (a)	12,943	2.9	37,535
Alt. 4 Existing GP	13,708	2.9	39,753

(a) Assume a lower buildout for single family development:

hillside — 1.5 du/a.

low density — 3.5 du/a.

Buildout estimates for the Hillside and Low Density categories were based on a slightly lower density than what is allowed because General Plan policies include strict development standards in hillside areas, which are anticipated to preclude development of some areas. Therefore, buildout for the hillside land use designation was assumed to be 1.5 dwelling units per acre, and the Low Density buildout at 3.5 dwelling units per acre.

(b) The total number of housing units for the "no project" scenario is from the State Department of Finance estimate as of January, 1989.

(c) Source: State Department of Finance, January, 1989.

LAND USE POLICY MAP

FIGURE LU-1



SOURCE: City of La Verne.



0 4000
SCALE FEET

NOTE: Sphere of Influence line subject to adjustment.

plan). This suggests that over the 20-year life of the general plan, population will likely increase by 14 percent, but by no more than 22 percent if every parcel develops to its potential.

Citywide Issues The following issues are those that affect the entire city. These issues were identified through community meetings and information provided in the background report.

Table LU-c
Effective Buildout Population

	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Prop. Plan
Hillside		3,120	3,120		3,115
Low		19,053	18,667		21,063
Med.		4,640	9,466		7,262
High		3,132	3,132		3,340
PR	—	—			—
Total	30,769	29,945*	34,385**	31,802	34,780***

* Subtract hillside and low from 100% buildout of 31,888, which equals 9,715. 80% of 9,715 is 7,772. $7,772 + 3,120 + 19,053 = 29,945$ —the effective buildout.

** Subtract hillside and low from 100% buildout of 37,535, which equals 15,748. 80% of 15,748 is 12,598. $12,598 + 3,120 + 18,667 = 34,385$.

*** Subtract hillside and low from 100% buildout of 37,430, which equals 13,252. 80% of 13,252 is 10,602. $10,602 + 3,115 + 21,063 = 34,780$.

Table LU-d
Calculation of Residential Buildout for Each Alternative

Land Use Designation/ Density	Alt. 1 No Project		Alt. 2 Foothill Corridor		Alt. 3 Foothill Corridor		Alt. 4 Existing Gen. Plan		Proposed Plan	
	ACRES	DU	ACRES	DU	ACRES	DU	ACRES	DU	ACRES	DU
	2,230 SF 371 MF						3,313 SF 383 MF			
Hillside (0-2 du/ac)		717	1,076	717	1,076			716	1,074	
Low Dens (0-5 du/ac)		1,877	6,570	1,839	6,437			2,075	7,263	
Med Dens (0-10 du/ac)		200	2,000	480	4,080			313	3,130	
High Dens (0-15 du/ac)		90	1,350	90	1,350			96	1,440	
Planned Residential		0		0				0		
Total Residential	2,601	10,610 (a)	2,884	10,996 (c)	3,054	12,943 (c)	3,696	13,708 (b)	3,200	12,907 (c)

(a) Source: State Department of Finance

(b) Calculations for the Existing Plan are shown on the following page.

(c) Assumes a low buildout for single family development:

hillside—1.5 du/a.

low density—3.5 du/a.

- Regional pressures to increase density will place heavy burdens upon the local and regional circulation system, land fills, sewer and water facilities, impact air and water quality, as well as city services and facilities.
 - Large, vacant or developing parcels of land are adjacent to La Verne and, if not properly developed, will cause adverse impacts to the city.
 - Large institutional uses, such as Metropolitan Water District, are outside city policy control. Insensitive development will cause adverse impacts.
 - Absent resources to revise the 1974 general plan, the city adopted 17 specific plans. Substitutes for a comprehensive general plan, they have filled policy voids. Ranging in size from five to 600 acres, they have resulted in a mixture of conflicting and inconsistent policies, codes and requirements. These are difficult to interpret and cumbersome to administer.
 - Absent general plan guidance, the zoning and development codes have lagged behind community needs.
- ■ ■

Goals and Policies.

The following goals and policies address citywide land use issues.

ISSUE: Regional pressures to increase density will place heavy burdens upon the local and regional circulation system, land fills, sewer and water facilities, impact air and water quality, as well as city services and facilities.

1. GOAL: Density in La Verne will be limited so that local and regional facilities are not overburdened.

POLICIES:

The City shall:

- 1.1 Require any development that would put local and regional facilities at or near capacity to upgrade the affected facilities.
 - 1.2 Cooperate with regional agencies to improve regional services and air quality.
 - 1.3 Ensure that the land use policy for the general plan will provide strict development controls in areas with limited local services.
 - 1.4 Establish, by 1995, a comprehensive master capital improvements program incorporating the following range of public facilities:
 - Public buildings
 - Water and sewer facilities
 - Street construction and maintenance
 - Parks and recreation facilities
 - Other major capital investments necessary to sustain the city's development and operations.
 - 1.5 Require a fiscal/service impact analysis on all new residential projects exceeding 10 acres to determine the net impact on City services including fire, police, parks, and public works needs.
 - 1.6 Require a fiscal/service impact analysis on any commercial, industrial, business park or institutional project which the community development department finds may impact the availability or financing of city utilities and services needed to serve it.
-
- ISSUE:** If not properly developed, large, vacant parcels adjacent to La Verne will adversely affect the quality of life.
2. **GOAL:** Development of lands adjacent to La Verne will be compatible with development in the city.



III miles of streets and alleys network our community.

POLICIES:

The City shall:

- 2.1** Cooperate with other jurisdictions in developing compatible land uses on lands adjacent to La Verne.
- 2.2** Take an assertive posture concerning developments adjoining the city's boundaries. This means:
 - Monitoring environmental assessments for these projects.
 - Participating in public hearings.
 - Approving annexations on a planned rather than piecemeal basis, by encouraging adjoining properties to file for annexation at the same time; and by developing plans to encompass all annexed properties.
 - Encouraging the Local Agency Formation Commission (LAFCO) to adjust sphere of influence lines when natural landforms make La Verne a more appropriate provider of public services. This action should only be taken when master general plan amendments, community plans, specific plans, or zoning have been adopted for the proposed annexation.
- 2.3** Discourage annexation which may imperil the city's long-term ability to finance, maintain, and operate facilities, seek projects contributing a positive revenue flow.
- 2.4** Prohibit the extension of water and sewer facilities to unincorporated areas unless those parcels annex to the city.
- 2.5** Compute future densities using net rather than gross acreage. For purposes of this general plan, net density refers to that land remaining for development after all development constraints, significant ecological areas, and hazards have been deducted from total acreage. This determination shall be made solely by the City.

ISSUE: Large institutional uses, such as Metropolitan Water District, are out-

side city policy control. Inensitive development will cause adverse impacts.

- 3. GOAL:** To ensure that development of such institutional land uses is compatible with adjacent development, and does not adversely impact city facilities and services.

POLICY:

The City shall:

- 3.1** Cooperate with owners of institutional uses, and monitor any proposed developments.
- 3.2** Require master plans for all institutional development.
- 3.3** Require all private enterprises at county-owned facilities to adhere to the La Verne general plan and other related ordinances.

ISSUE: Absent resources to revise the 1974 general plan, the city adopted 17 specific plans. They were substitutes for a comprehensive general plan, filling policy voids. Ranging in size from five to 600 acres, they have resulted in an amalgam of policies, interwoven with other codes and requirements, proving cumbersome to administer and difficult to interpret.

ISSUE: Absent general plan guidance, the zoning and development codes have lagged behind the needs of the community.

- 4. GOAL:** To provide comprehensive, clear development standards and guidelines for all areas of the city.

POLICIES:

The City shall:

- 4.1** Ensure that all development standards and guidelines are consistent with each other and with the general plan.
- 4.2** All development standards and guidelines will address the needs of the community.
- 4.3** Ensure that all master plans are consistent with the general plan.

4.4 Work with adjacent communities to address visual impacts of development in La Verne on these communities.

5. GOAL: To encourage variety, quality, and innovation in land use practice.

5.1 Encourage creative mixed use development through the initiation of zoning and development ordinances which:

- Promote suitable commercial activities in industrial developments;
- Allow for the mixture of residential, commercial, and industrial activities in self-contained neighborhoods which provide basic goods and services within walking distance of homes.
- Develop land use performance criteria that ensure compatibility between uses in mixed use projects.

Although a small city, La Verne consists of many diverse areas that have issues unique to each particular area. For example, the North La Verne Hillside neighborhood contains residential and open space uses, with issues that center on hillside development and natural resource preservation. At the opposite end of the city, issues in South La Verne are very different from those of North La Verne Hillside, and include compatibility of commercial/industrial and residential uses, and public facilities such as Brackett Airport.

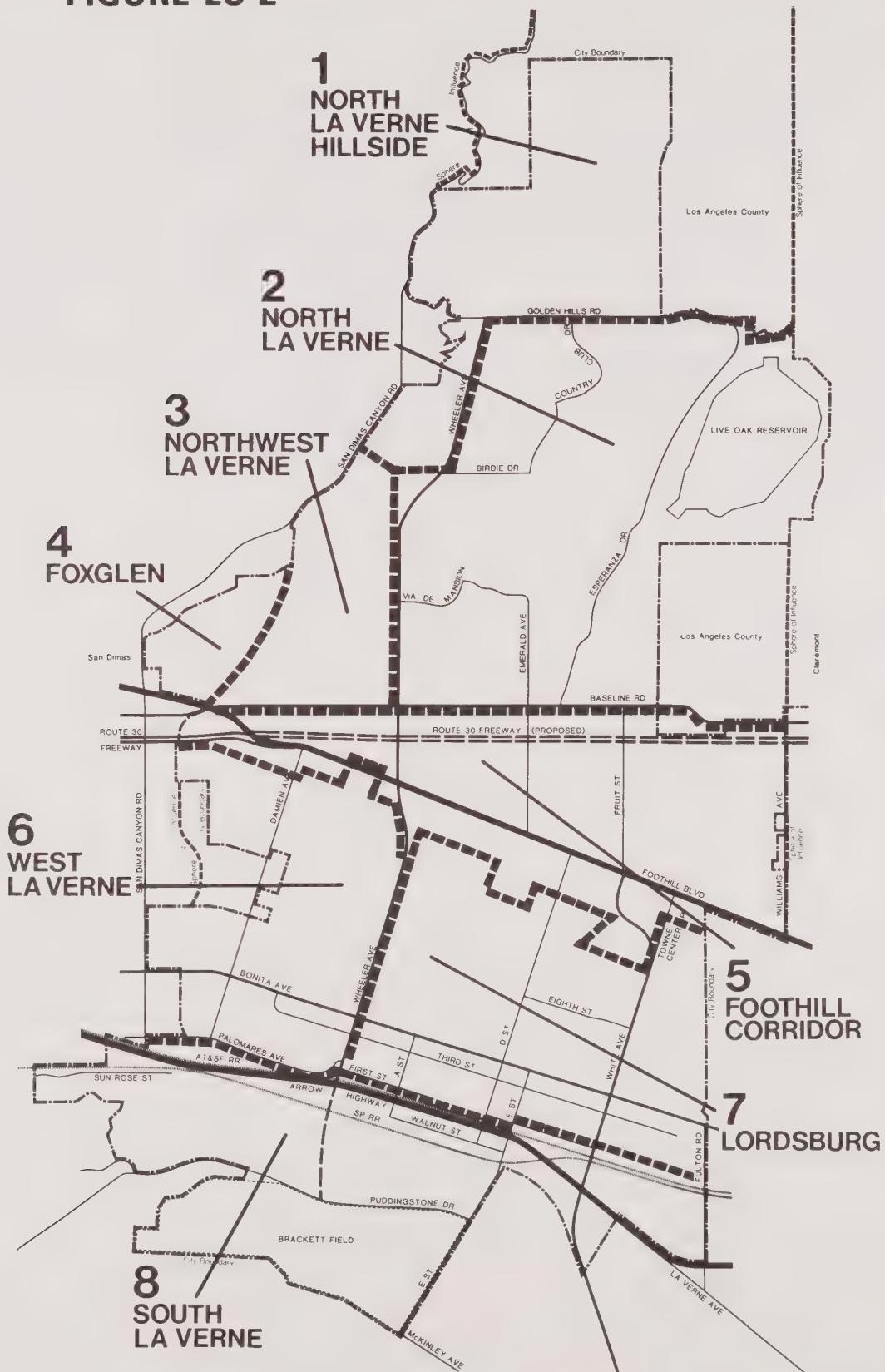
The following pages contain a description of each unique area of La Verne—a total of eight neighborhood areas. Figure LU-2 shows the location of each neighborhood.



The September 15, 1887, issue of the Lordsburg EAGLE carried a description of the new town of Lordsburg. The town is laid out with broad avenues and streets, with the railroad running through the center of the town east and west. The streets on the north side are South First, South Second, etc. Beginning on the west end of town, the streets running north and south are names respectively A, B, C, and as the town grows, we presume all the letters will be exhausted.

NEIGHBORHOOD PLANNING AREAS

FIGURE LU-2



SCALE FEET

NOTE: Sphere of Influence line subject to adjustment.

NEIGHBORHOOD ONE— NORTH LA VERNE HILLSIDES

Neighborhood One contains 1,043 acres of residential uses and open spaces. Three separate jurisdictions, Los Angeles County, Angeles National Forest and the City of La Verne, coexist in this neighborhood. Significant portions are within La Verne's planning sphere of influence and have been identified for future annexations. The neighborhood is bounded by Golden Hills Road to the south, San Dimas Canyon Dam to the west, unincorporated foothills to the east and the San Gabriel Mountains to the north.

Most development is single-family detached housing, on lots ranging from 10,000 to 15,000 square feet in size. Smaller subareas, such as Mountain Springs Estates, Rustic Canyon, Sierra La Verne Estates and Rancho Esperanza have developed.

There is one remaining orange and lemon grove, the De Wenter Ranch. The ranch has not been productive for several years. The neighborhood is crossed by several scenic canyons, with regionally significant stands of Coast Live Oaks and California Sycamores. The largest canyon, Marshall Canyon, has year round stream flow. Undeveloped land consists of rugged hillsides and ridgelines. Its beautiful terrain is a major component of La Verne's scenic backdrop.

Neighborhood One is accessible from Esperanza Drive and Wheeler Avenue. The existing general plan has identified significant single-family development for portions of this area. Development is faced with difficult circumstances—steep slopes, faults, landslides, fire danger, limited water supply, drainage and flood plain concerns, poor access, public services demands and school overcrowding. Individual site constraints combine to severely constrain density and in some cases prohibit development. These constraints have been mapped—refer to Figure LU-3.

Recognizing these problems, the City in 1982 adopted the *Hillside Development Element* of the general plan. This element

considered specific land use, public services, safety, geology, historic preservation, noise, community design, circulation, and open space and recreation goals and policies. Recognizing that these goals and policies are not sufficient, the following goals and policies for Neighborhood One are presented.

■ ■ ■

Goals and Policies.

The following goals and policies address land use issues in the North La Verne Hillside area.

ISSUE: Improper hillside development in Neighborhood One will impact the entire community.

- 1. GOAL:** Ensure that development within the North La Verne Hillside does not *adversely* impact surrounding neighborhoods, consistent with City-wide goals.



Assessed value of La Verne property increased from \$120 million in 1980 to well over \$1 billion in 1990.

POLICIES:

The City will:

- 1.1 Closely regulate all hillside development, paying particular attention to properties exceeding 10 acres.
- 1.2 Ensure that hillside development conforms to the community design chapter of the general plan, blending with the surroundings by incorporating natural materials, reduced heights and massing and native landscaping into its designs.
- 1.3 Create the new zoning designation which will restrict residential development to a maximum of one dwelling unit per two acres (1 du/2 ac) in sensitive hillside areas.

ISSUE: Neighborhood One contains significant stands of coast live oaks and California sycamores, as well as several seasonal stream beds. Marshall Canyon provides year round flow. These riparian areas are rapidly disappearing.

2. GOAL: Open spaces shall be preserved and maintained for the enjoyment of the entire community. Native trees, riparian areas and watercourses shall be protected from encroaching development.

POLICIES:

The City will:

- 2.1** Establish a minimum open space preservation standard of 10 acres (including public and private recreation and open space areas) per 1,000 population.
- 2.2** Ensure that open space areas and significant stands of native trees are mapped on the general plan land use exhibit (see hillside residential category on the map). These areas shall be preserved.
- 2.3** Retain significant trees wherever possible, particularly those that are rare, endangered or candidate species.
- 2.4** Permit development only when demonstrating compliance with the tree preservation ordinance.
- 2.5** Compute future densities using net rather than gross acreage. For purposes of this general plan, "net" density refers to that land remaining for development after all development constraints, significant ecological areas, and hazards have been deducted from total acreage. For the purposes of this policy, "constraints" shall be defined to include:
 - Significant topographic, geographic, geologic or hydrologic features such as ridgelines, knolls, water courses, saddles of hills, fault lines, liquefaction zones, and other similar features determined by the community development department to be important to the physical and environmental character of the property.
 - Significant environmental features of the site including but not limited to riparian habitat, significant ecological areas, slopes visible from the valley floor, fault zones including Alquist-Priolo Special Studies Zones; significant and heritage trees as defined by City ordinance.

- Fuel modification zones required by city ordinance.
- Areas of slope of 25% or greater.
- Subsurface or surface utility easements and rights-of-way not held by the responsible agency to be suitable for construction of residential structures.

For the purposes of this section, "constraints" do not include peripheral right-of-way dedications provided for construction of travel lanes adjoining the property.

ISSUE: Portions of this neighborhood will benefit from master circulation, drainage, grading and utility planning. Under separate ownership, ranging from five to 100 acres in size, they are comprised of major holdings and surrounding smaller properties. These areas are rugged and difficult to develop, containing significant stands of coast live oaks and California sycamores, as well as deep drainage areas and flood plains.

3. GOAL: Provide master planning for properties adjacent to Mountain Springs Estates in order to minimize environmental disruption, prevent piecemeal development and provide comprehensive solutions to the complex problems of terrain, fire hazard, circulation, drainage and flood control.

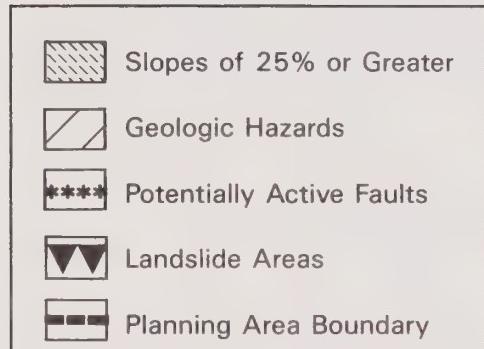
POLICIES:

The City shall:

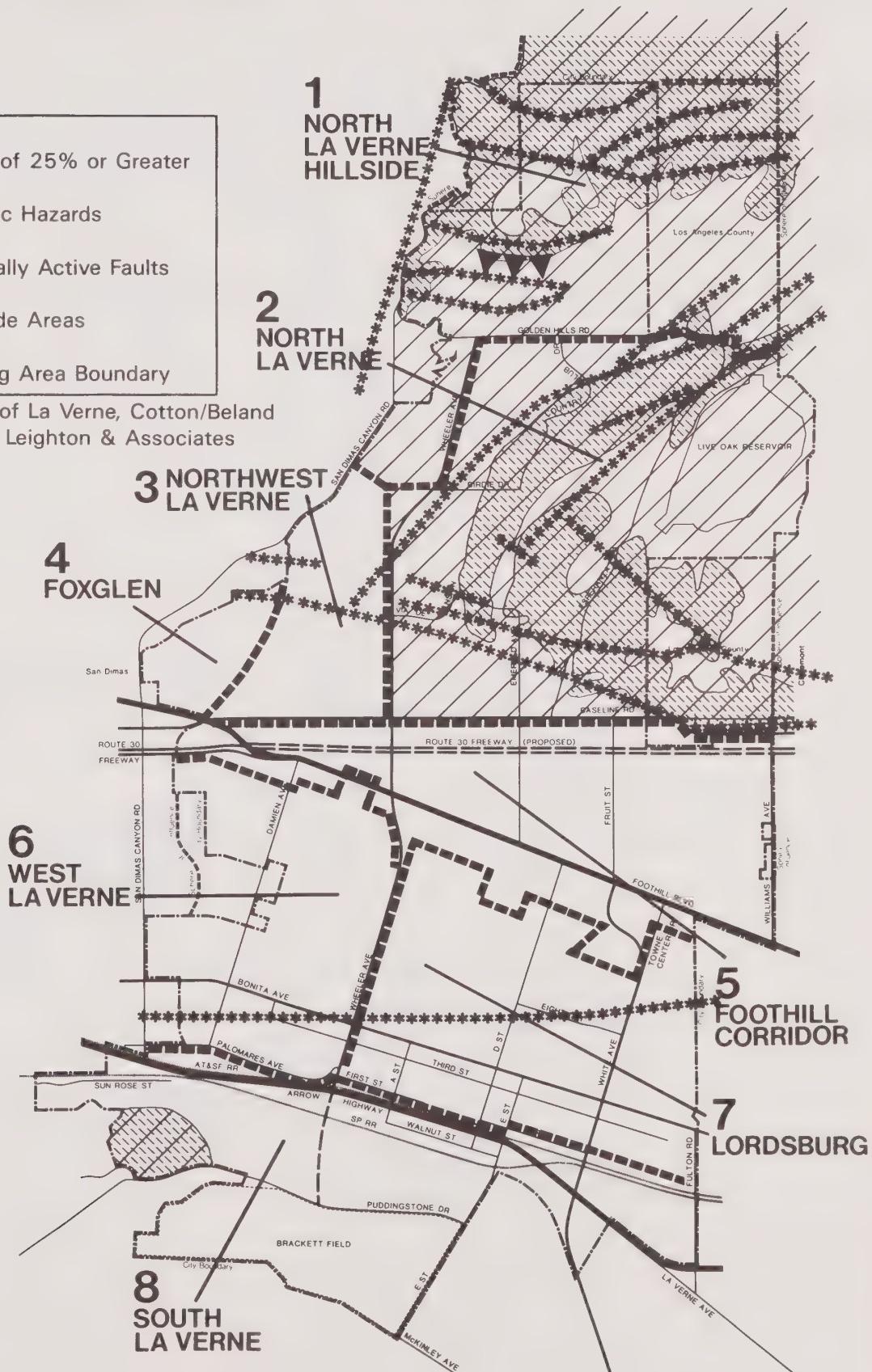
- 3.1** Establish a reimbursement mechanism approved by the City Attorney to develop a City-initiated specific plan north and east of existing Mountain Springs Estates, north of Golden Hills Road and west of Brydon Road.
- 3.2** Establish an interim Council policy that tentative tract maps in this area may proceed without a comprehensive specific plan where an applicant can demonstrate that:

DEVELOPMENT CONSTRAINTS

FIGURE LU-3a



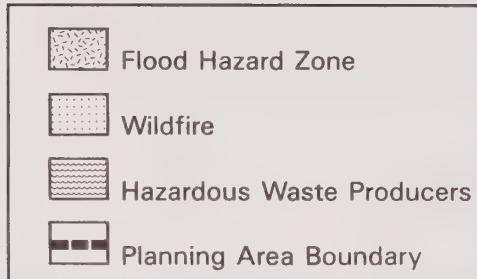
SOURCES: City of La Verne, Cotton/Beland Associates, Inc., Leighton & Associates



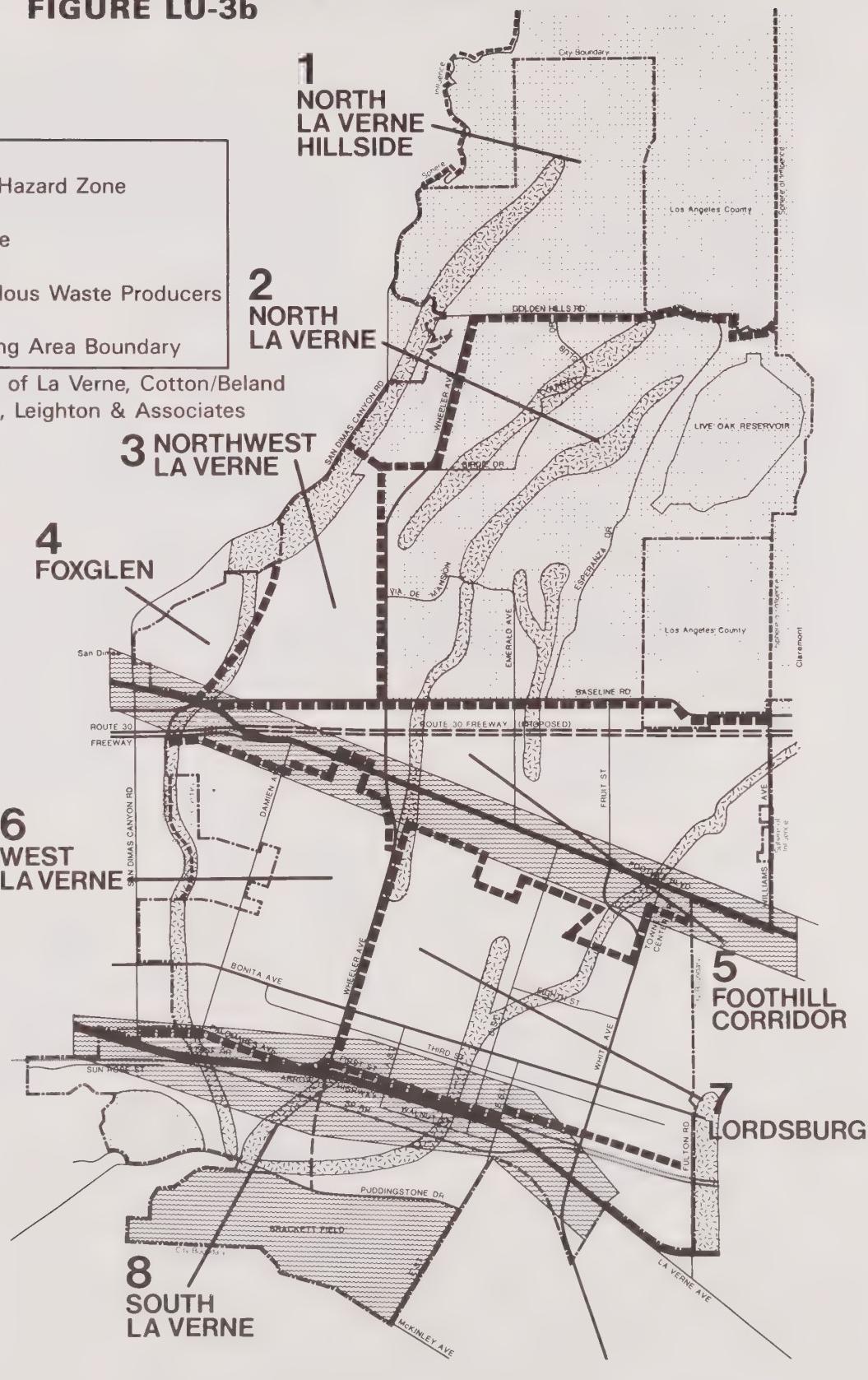
0 2000
SCALE FEET

DEVELOPMENT CONSTRAINTS

FIGURE LU-3b



SOURCES: City of La Verne, Cotton/Beland Associates, Inc., Leighton & Associates



0 2000
SCALE FEET

(1) Concept circulation, grading, and drainage plans have been developed to show connections with surrounding parcels;

(2) These plans have been shown to and reviewed by surrounding property owners, in a manner sufficient to satisfy the Planning Commission that these subjects are adequately addressed. Written documentation shall be provided.

(3) A mechanism has been established to provide for the funding of drainage and debris basin improvements, or other protection of equal value accepted by the County flood control district, for all properties affected, and

(4) To the satisfaction of the Planning Commission, the quality of development proposed is of a density, character and design suitable for use on and consistent with adjoining parcels.

ISSUE: La Verne is surrounded by large undeveloped parcels which are under the control of Los Angeles County or the Angeles National Forest. Improper development of these areas will result in environmental impacts upon the City. These areas are inadequately served by water, sewers, fire and police protection, roads, schools and other basic services.

5. GOAL: Ensure that development in unincorporated areas is compatible with the North La Verne Hillside neighborhood and has adequate utilities and public services. Ensure that hillside development is consistent with La Verne standards.

POLICIES:

The City shall:

5.1 Require annexations as a condition of the extension of city utilities and public services.

5.2 Review the planning sphere of influence with the City of Claremont and the Local Agency Formation Commission to ensure that it reflects utility service, access and public service areas. The influence of natural gravity flow and its relation to utility service is a determining factor in the decision to annex sphere of influence areas.

5.3 Work with Los Angeles County to ensure that development in unincorporated areas is compatible with this general plan.

5.4 Encourage low density residential development in the sphere of influence.

5.5 Discourage annexations which may imperil the city's long-term ability to finance, maintain, and operate facilities; seek projects contributing a positive revenue flow.

5.6 Establish a natural buffer zone incorporating the forest lands as well as the sphere of influence areas between Claremont and La Verne.

ISSUE: Ridgelines and foothills in Neighborhood One are regionally significant. They are a scenic backdrop for the entire community. Ridgelines are often the first place that developers wish to locate homes.

4. GOAL: Protect the visual quality of the community by preserving the ridgelines and foothills, especially elevations of 1,400 to 1,900 feet above the valley floor.

POLICIES:

The City shall:

4.1 Prohibit grading of any type of feature which could be considered a ridge which includes but is not limited to knolls, ridgetops, or saddles.

4.2 Prohibit the hillside grading which damages the integrity of hillside areas in order to provide off-site views.

4.3 Prohibit grading on slopes of greater than 25% slope.



In the early 1900's, the most spectacular spring time sight was the tall spines of Yuccas which grew 8-10 ft with radiant creamy white blossoms.

ISSUE: Individual properties are severely constrained by terrain, vegetation, utility availability and access. The general plan is broad brush, too broad to deal in exact details with individual properties.

6. GOAL: Ensure that all development in North La Verne Hillside is consistent with adopted plans and ordinances.

POLICIES:

The City shall:

- 6.1** Ensure that the extent of development shall be related to the property's environmental constraints.
- 6.2** Approve development only upon determining strict compliance with the general plan, hillside development overlay zone, applicable specific plan, and other ordinances and regulations.

ISSUE: Neighborhood One has two specific plans, Rancho Esperanza and Sierra La Verne Country Club Estates.

7. GOAL: Reduce the number of specific plans and strengthen the zoning ordinance.

POLICIES:

The City shall:

- 7.1** Require specific plans to incorporate as many smaller parcels in one plan as possible, rather than allowing individual parcels to develop plans on a piecemeal basis.
- 7.2** Future specific plans shall apply consistent standards wherever possible.
- 7.3** Require specific plans only where the specific plan conclusively promotes better planning than can be obtained through conventional zoning.

ISSUE: There are several large land holdings outside the city's policy control.

Marshall Canyon Regional Park is owned and operated by Los Angeles County. Large sections of Neighborhood One are located in the experimental forest. The Angeles National Forest is controlled by the United States Forest Service.

8. GOAL: Ensure that development and use of these areas does not financially burden or otherwise negatively impact the city.

POLICIES:

The City shall:

- 8.1** Continue to monitor the use and development of these land holdings.
- 8.2** Adjust the planning sphere of influence to include Marshall Canyon Regional Park within the city's planning sphere.
- 8.3** Work with the Forest Service to retain access to the trail and equestrian network. Further develop the network in new land use approvals.

ISSUE: North La Verne is within the extreme fire hazard severity zones identified by forestry and fire officials. Terrain, fuel loading, climate, water pressure and limited access, combine to make this an extremely difficult area in which to control wildfires. The City has established a seven minute response time. It is estimated that Fire Station Number Three will be triggered by development beyond this seven minute response time.

9. GOAL: Development shall provide adequate fire protection.

POLICIES:

The City shall:

- 9.1** Prohibit development or require private reservoirs and water systems beyond the elevation of 1780 feet. Due to excessive pumping costs, lack of city reservoirs and the danger of hydropneumatic pumping stations, the city has not constructed water facilities beyond the 1780 service elevation.

- 9.2** Ensure that development plans shall conclusively prove they can be adequately served with fire flow.
- 9.3** Require that all development within the seven minute response time contribute to the fire equipment fund established to provide additional fire coverage from Station Number Two.
- 9.4** Not permit development outside the seven minute response time until a funding mechanism for the construction, equipping and permanent staffing of Fire Station Number Three is in place or until the project is brought within the seven-minute response time by other means. This funding mechanism shall be provided with all future annexations.
- 9.5** Establish a fire mitigation program with all new North La Verne development sufficient to provide a reasonable and proportional share of funding for the development of Fire Station No. 3. The program shall designate:
- a.** The site for a proposed Fire Station No. 3 in the vicinity of Stephens Ranch Road and Golden Hills Road.
 - b.** A range of funding options for the development of Fire Station No. 3, including but not limited to:
 - (1)** Payment of fire protection or mitigation agreement fees with individual developments.
 - (2)** Establishment of a community facilities district (CFD) providing for either an annual levy or a one-time contribution toward the provision and operation of the necessary fire facilities.

ISSUE: Large, currently undeveloped areas in Claremont's sphere of influence are currently inaccessible by Claremont roads or infrastructure. These areas drain into La Verne and are accessible from La Verne. Development pressures in this area will adversely impact La Verne.

10. GOAL: Ensure that developments in Claremont's sphere of influence that are accessible from La Verne are developed in a way that is compatible with the La Verne general plan.

POLICIES:

The City shall:

- 10.1** Strongly oppose all projects outside the city's sphere of influence which could overload Esperanza Drive. Any project accepted shall contribute its fair share toward road building improvements. A limit of LOS D should be established for Esperanza Drive at which no further construction or annexations may proceed.
- 10.2** Encourage quality development that is consistent with La Verne development standards.

NEIGHBORHOOD TWO— NORTH LA VERNE

North La Verne is accessible from Esperanza, Birdie and Country Club Drives. The district contains 1,334 acres. The developed portion is almost exclusively single-family residential. Live Oak and Country Club Estates are the most prominent developments in this neighborhood. The Le Roy's Boys Home is also located in this neighborhood.

North La Verne includes undeveloped natural oak woodland as well as Live Oak Reservoir. Like the North La Verne Hillside neighborhood, significant natural open space remains here, providing habitat for a wide variety of native plant and animal life. In the same way as North La Verne Hillside, North La Verne forms part of the natural backdrop for the rest of the City, and protection of views, vistas and stands of native oak are of paramount importance. Areas of North La Verne having major development constraints are shown in Figure LU-3.

• • •

Goals and Policies.

The following goals and policies address the land use issues facing the North La Verne neighborhood.

ISSUE: Improper hillside development will impact the entire community.

1. GOAL: Prevent improper development from adversely impacting the surrounding community.

POLICIES:

The City shall:

1.1 Closely regulate hillside development, paying particular attention to properties exceeding 10 acres.

1.2 Ensure that hillside development conforms to the community design chapter of the general plan, blending with the surroundings by incorporating natural materials, reduced heights and

massing and native landscaping into its designs.

- 1.3** Discourage annexations which do not accomplish the city's long term objectives, or which create a revenue drain.

ISSUE: The front line of ridges is extremely visible from surrounding areas. These ridgelines serve as a scenic backdrop for the city. Often ridgelines are the first place developers wish to locate their houses.

2. GOAL: Protect the visual quality of the community by preserving the ridgelines and foothills.

POLICIES:

The City shall:

2.1 Prohibit grading at any type of feature which could be considered a ridge which includes but is not limited to knolls, ridgetops or saddles.

2.2 Prohibit grading on slopes of greater than 25 percent slope.

2.3 Prohibit the hillside grading which damages the integrity of hillside areas in order to provide views from off-site.

ISSUE: North La Verne contains significant stands of coast live oaks and California sycamores. Marshall Canyon provides year round water. These riparian areas are rapidly disappearing.

3. GOAL: Open space shall be preserved and maintained for the enjoyment of the entire community. Native trees, riparian areas and watercourses shall be protected from encroaching development.

POLICIES:

The City shall:

3.1 Preserve Marshall Canyon as open space.



The name La Verne—"the green" was chosen by the Bixby sisters in 1887 because of the lush winter grasses, billowing fields of yellow blooming mustard, California poppies, lupine and wild lilac that covered the hillsides during the spring months.

- 3.2** Monitor the use and development of these land holdings. Require proper environmental and planning studies should development be proposed.
- 3.3** Adjust the planning sphere of influence to include Marshall Canyon Regional Park.
- 3.4** Work with the Forest Service to retain access to the trail and equestrian network. Oppose developments which block or restrict access to this trail network.
- 3.5** Establish a natural buffer zone incorporating the forest lands as well as the sphere of influence areas between Claremont and La Verne.

ISSUE: North La Verne is within the extreme fire hazard severity zones identified by forestry and fire officials. Terrain, fuel loading, climate, water pressure and limited access, combine to make this an extremely difficult area to control wildfires. The City has established a seven minute response time. Fire Station Number Three will be triggered by development beyond this seven minute response time.

4. GOAL: Development shall provide adequate fire protection.

POLICIES:

The City shall:

- 4.1** Prohibit development or require private reservoirs and water systems beyond the elevation of 1780 feet. Due to excessive pumping costs, lack of city reservoirs and the danger of hydropneumatic pumping stations, the City has not constructed water facilities beyond the 1780 service elevation.
- 4.2** Require that development conclusively prove they can be adequately served with fire flow.
- 4.3** Require that all development contribute to the fire equipment fund established to provide additional fire coverage from Station Number Two.
- 4.4** Prohibit development outside the seven minute response time until a funding mechanism for the construc-

tion, equipping and permanent staffing of Fire Station Number Three is in place. This funding mechanism shall be provided with all future annexations.

ISSUE: Major vacant hillside parcels are controlled by Los Angeles County's general plan and development regulations. This has resulted in adverse impacts.

5. GOAL: To ensure that development of major vacant hillside parcels does not negatively impact La Verne.

POLICIES:

The City shall:

- 5.1** Monitor Los Angeles County to ensure that development in unincorporated areas is compatible with the goals and policies of the general plan. Oppose projects which are inconsistent with La Verne's long-term development policies.
- 5.2** Protect the low density residential land use designations in the sphere of influence.



Long time residents fondly recall the sweet smell of orange blossoms that permeated the air when La Verne was "capital of the citrus industry" in the early 1900's.

ISSUE: Neighborhood Two has six specific plans. These areas are regulated by the zoning ordinance and other municipal codes and ordinances.

6. GOAL: Reduce the number of specific plans and strengthen the zoning ordinance.

POLICIES:

The City shall:

- 6.1** Incorporate development standards for the existing specific plans into the zoning ordinance.
- 6.2** Require that development regulations which can be better governed under the municipal code, such as bulk, height and setback regulations be incorporated into the zoning ordinance.



In 1911 La Verne's volunteer fire dept. was organized in 2 fireman drawn horse carts and housed in a garage on Third St. The first combination fire, police and city hall was built next door in 1915.

ISSUE: Individual properties are severely constrained by terrain, vegetation, utility availability and access. The general plan is broad brush, too broad to deal in exact details with individual properties.

7. GOAL: Development shall be reviewed for conformance with the goals and policies of the general plan, hillside development overlay zone standards, applicable specific plans, ordinances and regulations.

POLICIES:

The City shall:

7.1 Ensure that the extent of development shall be related to the property's environmental constraints.

7.2 Require that development approval be granted only upon a determination of strict compliance with the goals and policies of the general plan, hillside development overlay zone standards, applicable specific plan, ordinances and regulations.

8. GOAL: Ensure that development and use of these areas do not financially burden or otherwise negatively impact the city.

POLICIES:

The City shall:

8.1 Continue to monitor the use and development of these land holdings.

8.2 Adjust the planning sphere of influence to include Marshall Canyon Regional Park within the city's planning sphere.

8.3 Work with the Forest Service to retain access to the trail and equestrian network. Further develop the network in new land use approvals.

ISSUE: North La Verne is within the extreme fire hazard severity zones identified by forestry and fire officials. Terrain, fuel loading, climate, water pressure and limited access, combine

to make this an extremely difficult area in which to control wildfires. The City established a seven minute response Number Three will be triggered by development beyond this seven minute response time.

9. GOAL: Development shall provide adequate fire protection.

POLICIES:

The City shall:

9.1 Prohibit development or require reservoirs and water systems beyond the elevation of 1780 feet. Due to excessive pumping costs, lack of city reservoirs and the danger of hydropneumatic jumping stations, the city has not constructed water facilities beyond the 1780 service elevation.

9.2 Ensure that development plans shall conclusively prove they can be adequately served with fire flow.

9.3 Require that all development within the seven minute response time contribute to the fire equipment fund established to provide additional fire coverage from Station Number Two.

9.4 Not permit development outside the seven minute response time until a funding mechanism for the construction, equipping and permanent staffing of Fire Station Number Three is in place or until the project is brought within the seven-minute response time by other means. This funding mechanism shall be provided with all future annexations.

ISSUE: Large, currently undeveloped areas in Claremont's sphere of influence are currently inaccessible by Claremont roads or infrastructure. These areas drain into La Verne and are accessible from La Verne. Development pressures in this area will adversely impact La Verne.

10. GOAL: Ensure that developments in Claremont's sphere of influence that are accessible from La Verne are developed in a way that is compatible with the La Verne general plan.

POLICIES:

The City shall:

10.1 Strongly oppose all projects outside the city's sphere of influence which could overload Esperanza Drive. Any project accepted shall contribute its fair share toward road building

improvements. A limit of LOS D should be established for Esperanza Drive at which no further construction or annexations may proceed.

10.2 Encourage quality development that is consistent with La Verne development standards.

NEIGHBORHOOD THREE— NORTHWEST LA VERNE

Bounded by Wheeler Avenue, Golden Hills Road and Baseline Road, Northwest La Verne contains 277 acres.

Development in Northwest La Verne consists primarily of single-family homes constructed in the 1960s and 1970s. Some older homes along Baseline Road, however, exhibit early stages of decline which is typical of deferred maintenance. Nestled in the foothills, Northwest La Verne offers many scenic views. Development may be limited by fire danger and geologic hazard, as well as by the desire to protect natural terrain and views, as shown in Figure LU-2.

• • •

Goals and Policies

The City has adopted the following goals and policies for northwest La Verne:

ISSUE: Northwest La Verne still contains some agricultural resources. These include the remainder of an orange grove and a tree farm located on San Dimas Canyon Road, as well as nurseries.

- 1. GOAL:** Interim agricultural uses shall be compatible with surrounding residential uses and development, and development of these parcels shall be consistent with the surrounding neighborhoods.

POLICY:

The City shall:

- 1.1** Require that land use designations for the remaining grove and tree farm be low density residential and compatible with the surrounding uses.
-

ISSUE: Hillside development in San Dimas has impacted the quality and character of Northwest La Verne.

- 2. GOAL:** Cooperate with San Dimas in developing policies that will protect the hillside areas in both San Dimas and La Verne.

POLICY:

The City shall:

- 2.1** Monitor all adjacent development, including tract map approvals. Ensure that developments are designed and conditioned to protect the surrounding neighborhood.

NEIGHBORHOOD FOUR— FOXGLEN

Located in the western portion of La Verne, Foxglen is the smallest district with just 127 acres. It is edged by a number of natural and man-made barriers. The city limits form the north and west boundaries, the flood control channel is the eastern edge and Baseline Road limits the area on the south. The major entry to this community is the intersection of Foothill Boulevard and Baseline Road. Foxglen is comprised of one small park and single-family homes. Foxglen is divided into two separate neighborhoods by a bluff, which also provides a number of scenic vistas. Housing stock in Foxglen is beginning to show signs of aging and deterioration.

ISSUE: The State has identified a gravel resource area immediately north of Foxglen. It is doubtful that this resource will be needed in the life time of the plan. The gravel recovery would severely damage the residential quality of Foxglen.

■ ■ ■

Goals and Objectives

1. GOAL: Protect the residential character of Foxglen.

POLICY:

The City shall:

- 1.1** Insist that any resource recovery shall explore the long term impacts associated

with gravel pits. Proposed uses after recovery shall be examined, including park and open spaces.

ISSUE: Large public facilities, such as San Dimas Canyon Park and San Dimas Golf Course, can adversely impact Foxglen.

2. GOAL: Public facilities shall minimize nuisances to the surrounding neighborhoods.

POLICIES:

The City shall:

- 2.1** Insist that Los Angeles County protect San Dimas Canyon Park.
- 2.2** Monitor San Dimas Golf Course, through the joint powers authority with the city of San Dimas and the city of La Verne.

ISSUE: Foxglen's character is defined by the northeast trending bluff which originates near the intersection of Foothill Boulevard and Baseline Road.

3. GOAL: Protect this feature of Foxglen.

POLICY:

The City shall:

- 3.1** Prohibit development of the bluff and slope which will adversely impact the character of Foxglen.

NEIGHBORHOOD FIVE—FOOTHILL CORRIDOR

The Foothill Corridor is a wedge shape formed by Foothill Boulevard and Baseline Road. The right-of-way of the Foothill Freeway runs parallel to and south of Baseline. When completed, the freeway will divide the district. The Foothill Corridor contains 810 acres with a diversity of land uses, including residential development (single and multi-family, mobile homes) open space, recreation and agriculture. It is commercial development along Foothill Boulevard, however, which establishes the character of this district.

A State highway and carrier of through traffic, Foothill Boulevard is both the major asset and major issue of this district. Traffic along Foothill will continue to grow until the Foothill Freeway is completed. Because of the volume of fast-moving traffic, commercial development along Foothill is oriented to the automobile. New commercial development has progressed rapidly along Foothill recently, but there remains some vacant commercial land which may be expected to be developed within the next five years.

Baseline Road forms its northern boundary. Grove houses and citrus plantings are scattered throughout the district. Single-family homes abut Baseline to the south, some of which have been constructed within the Foothill Freeway right-of-way. When money for freeway construction is allocated, these homes will have to be acquired and demolished or relocated.

■ ■ ■

Goals and Objectives.

ISSUE: Commercial land comprises less than five percent of total land in the city. Within this total all commercial and service uses must locate. Currently only 40 acres remain vacant. The Foothill corridor was recently studied and specific land use alterations proposed.

- 1. GOAL:** Provide a balance of commercial, office and residential uses on Foothill Boulevard.

POLICY:

The City shall:

- 1.1** Adopt the land use classifications and development standards of the Foothill Boulevard Specific Plan as part of the zoning ordinance.
-

ISSUE: The Route 30 corridor falls between Baseline Road and Foothill Boulevard. As the freeway nears construction, pressures for land use changes will grow. Several mobile home parks exist in the corridor and will be in danger of conversion to mobile home park subdivisions or more intense uses.

- 2. GOAL:** Retain existing mobile home parks in the Route 30 corridor.

POLICIES:

The City shall:

- 2.1** Strictly enforce the mobile home park, rent control and conversion ordinances.
 - 2.2** Prohibit further subdivisions, such as mobile home park conversions, for they will present difficulties for future parcel consolidation.
-

ISSUE: Currently only one half of the properties necessary to construct Route 30 have been purchased. The corridor was not protected in the late 1970s and the State of California stopped property acquisition. Due to these circumstances, single-family houses were constructed in the corridor.

- 3. GOAL:** Protect the Route 30 corridor.

POLICIES:

The City shall:

- 3.1** Alert land owners and future purchasers of the intended route of the freeway.

- 3.2** Encourage the State of California to construct the freeway (see related discussion in the noise, circulation, and community design chapters).

ISSUE: The Foothill corridor has several remaining agricultural uses. A lemon grove and avocado ranch exist north of Foothill Boulevard. A non-productive orange grove exists south of Foothill Boulevard. It is not anticipated that these land uses will remain for the life of this general plan.

- 4. GOAL:** Intensification of land uses shall only be permitted when it demonstrates sensitivity and compatibility with the surrounding uses.

POLICIES:

The City shall:

- 4.1** Require that interim agricultural uses shall be regulated under conditional use permit approvals.
- 4.2** Require that development of these agricultural parcels shall be compatible with the surrounding land uses.

ISSUE: The Foothill corridor contains the commercial area along Foothill Boulevard that serves other neighboring areas as well as La Verne. Most of the land along Foothill Boulevard has been developed, but a few vacant parcels remain.

- 5. GOAL:** To ensure that new development along Foothill Boulevard is consistent with existing conforming development.

POLICIES:

The City shall:

- 5.1** Encourage the consolidation of parcels that are substandard or less than one-half acre wherever possible.
- 5.2** Discourage phasing of development which causes critical corner locations to develop before and out of character with the rest of the site.
- 5.3** Encourage renovation and adaptive reuse of existing shopping centers as anchor grocery stores recycle, consolidate or leave.
- 5.4** Ensure that *Foothill Specific Plan* policies are consistent with those of the general plan.

ISSUE: Commercial uses in the Foothill corridor are sometimes located adjacent to residential uses, which can create noise, odor, litter and vermin problems for the residential uses. In addition, some commercial uses are now nonconforming due to changes in development regulations.

- 6. GOAL:** Ensure that adjacent land uses are compatible with each other.

POLICIES:

The City shall:

- 6.1** Revise the Zoning Ordinance to amortize all nonconforming uses and signs within a specified period of time.
- 6.2** Require that commercial developments that adjoin residential uses shall be adequately screened and buffered from the residential areas.



In 1908 residential town lots with 50-75 ft. front and 20 ft. alley sold for \$200 and up.

NEIGHBORHOOD SIX— WEST LA VERNE

West La Verne contains 618 acres. Adjacent to West La Verne is a pocket of unincorporated county land which is within the city's sphere of influence. The most prominent feature of the district is the Metropolitan Water District Weymouth Filtration Plant (1940). The David and Margaret Home is also located in West La Verne. The remainder of the district is characterized by mobile home communities and a variety of single and multiple-family housing.

ISSUE: West La Verne contains several large public facilities and institutions. The largest of these are the Weymouth Filtration Plant, David and Margaret Home, and Damien High School. The area also contains a cemetery, several schools and retirement facilities. These facilities have impacted the surrounding community.

- 1. GOAL:** Institutional and public facility uses shall operate in concert with the surrounding community.

POLICIES:

The City shall:

- 1.1** Request that Metropolitan Water District file a master plan, accompanied with the appropriate information to assess impacts and mitigations. This includes MWD property leased for private uses, such as plant nurseries and storage facilities.

- 1.2** Require that prior to disposing of any land surplus, the agency or institution shall conduct a study identifying alternative uses which would be compatible with the neighborhood. This study shall be filed as part of the application for any land use amendment.
- 1.3** Require master plans for all institutional uses, including ancillary facilities. Master plans should be periodically updated and revised to reflect the needs of the facility and respect the surrounding neighborhood.

ISSUE: West La Verne contains several "islands" under jurisdiction of Los Angeles County. These areas have been developed below City standards, and are deficient in sidewalks, storm drains, street lighting and other public improvements. They are residential areas, creating demands on public services.

- 2. GOAL:** Annexation of county "islands" shall not impact existing services or adjacent land uses.

POLICY:

The City shall:

- 2.1** Oppose all county actions inconsistent with the policy that county zone changes, amendments and subdivisions shall respect the character of the surrounding neighborhood and comply with city standards.
- 2.2** Oppose annexations which will not provide a direct fiscal benefit to the city.

NEIGHBORHOOD SEVEN—LORDSBURG

The northern portion of the Lordsburg district, which is comprised of approximately 788 acres, is dominated by community facilities, including Bonita High School, two elementary schools, the civic center, a public pool and Pelota and Las Flores Parks. Its landmarks include Evergreen Cemetery and the United Methodist Church.

Homes include both single and multiple-family units. Several residential neighborhoods are divided by flood control channels. Most houses are in good condition, with the exception of some homes along Winterhaven Drive and apartments along Price Drive, Sycamore Drive and Hayes Drive. The Towne Center South parcel (the largest vacant commercial parcel in La Verne) is located within this district.

The historic significance of the southern portion of Lordsburg sets it apart from the rest of La Verne. At the geographical and functional center of this district is Oldtown La Verne, and at the center of Oldtown is the University of La Verne. Also located here are the post office, Brethren Church, and the police/fire stations.

Single family homes along streets lined with mature trees characterize residential development in this district. Also typical are second units on single family lots. South Lordsburg contains some of La Verne's best architecture in an electric but pleasing variety of styles, including Victorian cottage and Craftsman bungalow. Housing condition is basically good, with the exception of the Walnut district. However, graffiti covers walls, curbs and vacant buildings south of First Street.

ISSUE: Lordsburg was subdivided in 1887. It presents a mix of land uses and development standards. Sensitivity to the community has been jeopardized by policies and standards which have resulted in development out of character for the surroundings. The City partially recognized this history by adopting the *Oldtown Specific Plan*. This plan only covers downtown.

1. **GOAL:** The City shall develop land uses and development regulations sensitive to the historic character of the area.

POLICY:

The City shall:

- 1.1 Expand the downtown plan. This Revised *Oldtown Specific Plan* shall study land uses, development regulations, historic resources, public infrastructure, circulation, housing and fiscal impacts, infill standards and issues common to original townsites.

ISSUE: Lordsburg has a series of duplex and multiple unit blocks. A result of previously permitted multiple-family planning, the existing single family designation is proving an obstacle to obtaining financing, either for improving or selling these properties. This has resulted in disinvestment and deterioration in portions of Lordsburg.

2. **GOAL:** Improve Lordsburg's neighborhoods.

POLICIES:

The City shall:

- 2.1 Ensure that Lordsburg neighborhoods will be conserved and rehabilitated, not redeveloped (see community design chapter).
- 2.2 Require consolidation of substandard parcels wherever possible.
- 2.3 Request review of Bonita Unified School District development plans.
- 2.4 Revise zoning in Lordsburg to address lots which are nonconforming due to the inappropriate use of the PR4.5D zone development standards.

ISSUE: The economic heart of the city continues its historic move to Foothill Boulevard. This threatens the economic viability of downtown La Verne.

- 3. GOAL:** Provide downtown land uses complementing economic, redevelopment and general plan goals (see economic development chapter).

POLICIES:

The City shall:

- 3.1** Conduct an economic study of downtown. Land use designations shall be adjusted to conform with economic recommendations.
- 3.2** Encourage land uses that generate retail sales in downtown La Verne.



Six public parks were planned in 1888 and an expert gardener was hired to then layout and plant.

ISSUE: The eastern portion of Lordsburg is impacted by uses and development in the city of Pomona. Continued industrial and high density development has created noise, traffic and pollution impacts, which has resulted in neighborhood deterioration.

- 4. GOAL:** Development in Pomona shall be sensitive to the needs of the adjacent Lordsburg neighborhood.

POLICY:

The City shall:

- 4.1** Monitor adjacent development in Pomona, taking appropriate action to protect neighborhoods from the effects of neighboring development.

ISSUE: Lordsburg contains several large institutional and public facility

uses, Hillcrest Homes, University of La Verne, Bonita High School, Roynon School and several city parks and facilities. These facilities have impacted the surrounding neighborhood.

- 5. GOAL:** Institutional and public facilities uses shall be compatible with the *surrounding neighborhood to the extent possible*.

POLICIES:

The City shall:

- 5.1** Monitor development of institutional and public facility uses in Lordsburg.
- 5.2** Maintain a supportive, "partnership" role between the City, merchants, and University of La Verne which recognizes the University's role as a social, cultural and economic force in La Verne.
- 5.3** Require any expansion of the University of La Verne to sites with existing commercial facilities or to any properties designated for commercial use to be approved by the City Council.
- 5.4** Prohibit the conversion to institutional use of existing commercial properties designated for commercial use by this plan, except (1) where specifically approved by the Council subject to a plan amendment or zone change; or (2) as provided by Policy 5.3 above.
- 5.5** Require that new buildings constructed by the university are compatible with the architectural styles and materials of the original campus and Oldtown.

NEIGHBORHOOD EIGHT— SOUTH LA VERNE

South La Verne contains 891 acres and includes the greatest amount of vacant land in La Verne. The single most prominent land use is Brackett Field, a general aviation airport administered by the County of Los Angeles. The airport, a potential asset to the district, is not easily accessible and is marred by unattractive and illegal signs. Industrial uses line Arrow Highway, a major east/west transportation spine which runs through the district. Residential development is limited. There is an older community of mobile homes in the east and scattered single family residential development just south of Arrow Highway. The Carrion Adobe, believed to be La Verne's oldest structure, is located in South La Verne.

■ ■ ■

Goals and Objectives

ISSUE: Arrow Highway corridor continues to develop with commercial and manufacturing uses. Traffic volumes on Arrow continue to increase, making the commercial viability of the street imminent. Commercial/ manufacturing regulations have resulted in a series of automotive repair facilities, underparked commercial/manufacturing buildings and uses incompatible with adjacent residential uses.

1. GOAL: The City shall encourage commercial, office and industrial uses which respect the surrounding residential neighborhoods.

POLICIES:

The City shall:

- 1.1** Discourage the location of noxious uses in the commercial manufacturing zone.
- 1.2** Carefully review all requests to extend automotive repair permits. The history of the operation, including complaints of noise, parking and pollution shall be evaluated in granting or denying extensions. Where these uses are per-

mitted, substantial buffering and other protections shall be employed.

ISSUE: South La Verne contains large institutional and public facilities, Los Angeles County Fairgrounds, Brackett Field and Bonelli Park.

2. GOAL: Guarantee compatibility of the Fairgrounds, Brackett Field and Bonelli Park with the surrounding neighborhood and uses.

POLICIES:

The City shall:

- 2.1** Monitor the development and use of Brackett Field. Any additional commercial, office, industrial, or other private development or change in land use shall require city master plan and PPD approval.
- 2.2** Require that all privately controlled airport operations or any airport operations not required by the FCC obtain City approval.
- 2.3** Review and coordinate concerns with the Los Angeles County Fair Association over the operation of the fair, year round events and special events, such as the drag races.
- 2.4** Monitor developments at Bonelli Park, taking into consideration the following policies regarding the park:
 - At least 73 percent of the park site will remain in open space;
 - Environmentally sensitive areas within the park are to be protected; and
 - Adequate circulation and public safety will be ensured.
- 2.5** Encourage the development of desirable facilities at Brackett Field such as a restaurant, hotel, viewing area for visitors, and additional visitor parking.

ISSUE: Puddingstone Hill is visible for several miles. Any development, even the permitted low density residential designation, will pose serious planning and



Legend has it that Puddingstone Lake was named for the rocks in a pool at the bottom of a canyon waterfall. Construction of the Puddingstone dam began in July 1925. Its completion was celebrated Jan. 5, 1928. The reservoir holds about 20,000 acre feet of water.

development problems. The area contains slopes in excess of 25 percent, geology, utility availability, access and safety constraints.

3. GOAL: To preserve the unique qualities of Puddingstone Hill.

POLICIES:

The City shall:

- 3.1** Ensure that any development of Puddingstone Hill shall satisfy grading, visual, geologic, land use compatibility, utility and safety concerns.
- 3.2** Ensure that hillside development conforms to the community design chapter of the general plan, blending with the surroundings by incorporating natural materials, reduced heights and massing and native landscaping into their designs.
- 3.3** Require that the extent of development shall be related to the property's constraints, regardless of maximum carrying capacity.
- 3.4** Approve development only upon determining strict compliance with the general plan, hillside development overlay zone, applicable specific plan, ordinances and regulations.

ISSUE: Improper hillside development on Puddingstone Hill will impact the entire community.

4. GOAL: Ensure that development on Puddingstone Hill does not impact the surrounding community and is sensitive to citywide concerns.

POLICIES:

The City shall:

- 4.1** Closely regulate all hillside development, paying particular attention to properties exceeding 10 acres.
- 4.2** Ensure that hillside development conforms to the community design chapter

of the general plan, blending with the surroundings by incorporating natural materials, reduced heights and massing and native landscaping into their designs.

ISSUE: Ridgelines on Puddingstone Hill are prominent. They provide a scenic backdrop. Ridgelines are often the first place that developers wish to locate homes.

5. GOAL: Protect the visual quality of the community by preserving the ridgelines and foothills, especially elevations of 1,400 to 1,900 feet above the valley floor.

POLICIES:

The City shall:

- 5.1** Prohibit hillside grading which damages the integrity of hillside areas in order to provide off-site views.
- 5.2** Prohibit grading on slopes of greater than 25 percent slope.

ISSUE: The *Walnut Specific Plan* was adopted in 1980 as a land use and development plan designed to protect and upgrade. The residents identified increasing commercial and industrial development encroaching into their neighborhood. The City removed the area from commercial/manufacturing uses and designated medium density residential development.

A series of capital improvements in the neighborhood, including alley and sidewalk improvements, and housing rehabilitation were begun. Designating this area for medium density residential development may not protect or upgrade the area.

6. GOAL: Protect the Walnut Neighborhood from the encroaching commercial/ manufacturing uses and provide land use stability in the area.

POLICIES:

The City shall:

- 6.1** Designate the neighborhood for single-family development.
- 6.2** Study the area for inclusion in the *Old-town Specific Plan*. Development standards shall be sensitive to existing development.

ISSUE: The City adopted the *Industrial Specific Plan*,* working towards

economic redevelopment of South La Verne through comprehensive land use planning.

- 7. GOAL:** Continue the redevelopment of South La Verne.

POLICY:

The City shall:

- 7.1** Ensure that all industrial development in South La Verne shall be compatible with the *Industrial Specific Plan*.

* *Industrial Specific Plan* is the popular name for the Designated Specific Plan Area Specific Plan, which was adopted by the City Council in January, 1985.

Land Use Plan

The goals, policies, implementation measures and land use policy map contained in the land use chapter serve as the framework for the rest of the general plan chapters. Many goals and policies in other chapters are closely interrelated to the land use chapter, in that they directly or indirectly support the goals of the land use chapter. Table LU-1 is a matrix that shows how goals and policies in other chapters correspond with the main issues of the land use chapter.

La Verne land use policy is divided into nine categories of land use. These categories regulate residential; commercial; industrial; community facilities; open space; and freeway land uses. In addition, the land use policy provides for an historic overlay district in the Oldtown area of La Verne. Each land use category is described below. Figure LU-1 shows the land use policy for the city. Table LU-2 shows the acreage of each land use category described below.

Hillside Residential (0-2 units/acre)

Single-family units may be built up to a density of two dwelling units per acre. However, due to environmental constraints (steep slopes, significant stands of oak and sycamore trees, fire hazard), some areas in this category may not be developable. Figure LU-3 shows the development constraints that exist in the hillside residential areas. All developments in this category must first undergo a detailed constraints analysis prepared by the applicant to determine the extent of development that would be feasible. Population density for this category could range from zero to six per acre, assuming an average household size of 2.8.*

Low Density Residential (0-5 units/acre)

This category will permit single-family units at a density of 0-5 units per acre. The density designation will provide for the preservation of existing single-family neighborhoods. Population density for this category could range from zero to 14 persons per acre, assuming an average household size of 2.8.

Medium Density Residential (0-10 units/acre)

The medium density residential category allows for the development of duplexes and other attached dwellings. Population density for this designation could range from zero to 28 persons per acre, assuming an average household size of 2.8.

High Density Residential (0-15 units/acre)

This second multiple-family residential category also provides for the development of duplexes and other attached dwelling units. Population density for this designation could range from zero to 42 persons per acre, assuming an average household size of 2.8.

Commercial/Business Park Retail commercial, office and light manufacturing and industrial uses are allowed on properties with this land use designation. Such uses can either be in individual buildings or in low intensity suburban centers. A maximum lot coverage of 45 percent is permitted.

Industrial The industrial land use category allows for more intense manufacturing and industrial uses than allowed in the commercial/ business park areas of the city. This designation allows for a maximum lot coverage of 50 percent.

Community Facilities This category includes water and sewer service systems, storm drains, schools and the library system. In addition, some special facilities unique to La Verne are included in this category: Brackett Field, the University of La Verne; and MWD properties. If any of the special facilities undergoes additional development or a change in use, a master plan must be prepared and approved by the city.

Open Space The open space category includes city parks, private parks, utility easements, flood control channels, and some hillside areas that will remain undeveloped due to environmental/safety constraints.

* The average household size of 2.8 is the citywide average from the 1980 U.S. Census.

Freeway Corridor The right-of-way of the proposed Route 30 Freeway is designated by this land use category. Access points (i.e. on and off ramps) in La Verne are designated as part of this category. Residential land use currently exists in the right-of-way.

Historic Overlay The overlay includes Oldtown, the historic commercial center of La Verne. An overlay district would allow

the city to set controls for new infill development and additions/remodeling of existing structures to ensure that they would be compatible with the existing historic character of the area.

Table LU-2 shows how each of the land use categories corresponds to the zoning districts, and Table LU-3 compares existing specific plans and land use policy categories.

Table LU-1
Land Use Policy Matrix

Land Use Issue Area	General Plan Element						
	Housing	Circulation	Cultural Resources	Public Safety	Noise	Open Space/Conservation	Community Facilities
Regional Growth Pressure	X	X		X		X	
Land Adjacent to La Verne		X		X	X	X	X
Institutional Uses Outside City Control				X	X		X
Specific Plans			X				X
Outdated Zoning and Development Codes	X		X	X	X	X	X

NOTE: Where an "X" appears there is a goal and/or policy in that element that directly or indirectly addresses that land use issue area.

Table LU-2
Comparison of General Plan
Land Use and Zoning Categories

Land Use Category	Present Zoning	Acres in City
Hillside (0-2 du/ac)	PR1/5D (1du/5ac) PR1D (1du/ac) PR2D (2du/ac) HDOZ (Hillside Development Overlay Zone)	716
Low Density Residential (0-5 du/ac)	PR2D (2du/ac) PR3D (3du/ac) PR4.5D (4.5du/ac) PR5D (5du/ac)	2,075
Medium Density (0-10 du/ac)	PR6A (6du/ac) PR7A (7du/ac) PR7.5A (7.5du/ac) PR8A (8du/ac) PR10A (10du/ac)	313
High Density Residential (0-15 du/ac)	PR15A (15du/ac)	96
Commercial/Business Park	Commercial-Professional Development (CPD) Commercial Manufacturing (C-M) Neighborhood Commercial (NC) Administrative-Professional (A-P)	532
Industrial	Planned Industrial Development (PID) Industrial (Ind Specific Plan No.)	147
Community Facilities	Official (O) Institutional (Inst)	932
Open Space	Official (O) Limited Agriculture (A-1)	970
Freeway Corridor	Official (O)	107
Historical Overlay	No corresponding zoning	--
TOTAL ACRES		5,888

Note: Acreage includes sphere of influence areas.

SOURCE: City of La Verne

Table LU-3
Comparison of Specific Plans to
General Plan Land Use Categories

Specific Plan	Corresponding General Plan Land Use Categories
81-1 Beller	Hillside (0-2 du/ac) Open Space
81-2 Walnut	Medium Density Residential (0-10 du/ac)
81-4 Puddingstone	Hillside (0-2 du/ac) Medium Density Residential (0-10 du/ac) Open Space
82-5 Oldtown	High Density Residential (0-15 du/ac) Commercial/Business Park Community Facilities
82-6 Live Oak 87-20	Low Density Residential (0-5 du/ac) Open Space Community Facilities
82-7 Lewis Mansion	Low Density Residential (0-5 du/ac)
84-8 Towne Center Specific Plan	Commercial/Business Park
83-9 Sierra La Verne Estates	Low Density Residential (0-5 du/ac) Community Facilities Open Space
84-10 Rancho La Verne No. 1	Low Density Residential (0-5 du/ac) Community Facilities Open Space
84-11 Rancho La Verne No. 2	Low Density Residential (0-5 du/ac) Community Facilities Open Space
84-12 Industrial Specific Plan	Low Density Residential (0-5 du/ac) Commercial/Business Park Industrial Community Facilities
86-16 Rancho Esperanza	Hillside (0-2 du/ac) Open Space
86-18 Foothill Boulevard	Medium Density Residential (0-10 du/ac) High Density Residential (0-15 du/ac) Commercial/Business Park Community Facility

SOURCE: City of La Verne

■ ■ ■

Implementation Measures (Citywide)

The City shall:

- 1. IMPLEMENTATION MEASURE:**
Require that the capital improvements program place a high priority on upgrading local services to meet current demand and anticipated demand under build out of the general plan.
 - 2. IMPLEMENTATION MEASURE:**
Continue to carefully review all projects that are under the jurisdiction of city and state environmental guidelines.
 - 3. IMPLEMENTATION MEASURE:**
Review all development plans for adjacent areas and work with neighboring jurisdictions to encourage compatible land uses.
 - 4. IMPLEMENTATION MEASURE:**
Provide for city staff to meet on a regular basis with owners of large institutional uses in order to keep informed of potential developments.
 - 5. IMPLEMENTATION MEASURE:**
Study the feasibility of combining or redefining selected specific plans.
 - 6. IMPLEMENTATION MEASURE:**
Revise the zoning ordinance within one year after adoption of the general plan update, so that it is in conformance with the general plan and addresses current needs of the community. Development standards for specific plans will be a part of the revised ordinance.
 - 7. IMPLEMENTATION MEASURE:**
Revise the zoning ordinance to define the following concepts. Once defined in the municipal code, include separate standards in specific plans only when the unique nature of a specific plan site warrants special treatment:
 - Bulk
 - Height
 - Setback
- ■ ■
- 8. IMPLEMENTATION MEASURE:**
Where it is necessary to define these concepts separately, make the standards for bulk, height, setback, and other concepts as consistent as possible with the *La Verne Municipal Code*.
 - 9. IMPLEMENTATION MEASURE:**
Develop an implementation and evaluation program, with appropriate funding and staff support.
 - 10. IMPLEMENTATION MEASURE:**
Study mechanisms for funding and phasing of new infrastructure.
 - 11. IMPLEMENTATION MEASURE:**
Require filing of an annual report with the City Council identifying the status of the general plan and its implementation.
 - 12. IMPLEMENTATION MEASURE:**
Revise the zoning ordinance to include criteria for annexations. The criteria could include: a requirement that each annexation request demonstrate that it will not result in additional costs to the city; that the area to be annexed is within the city's sphere of influence; and that an assessment district be established to pay for lighting, landscape maintenance, and other capital improvements and on-going maintenance.
- ■ ■

Implementation Measures (Neighborhood)

The City shall:

- 13. IMPLEMENTATION MEASURE:**
Require the approval of a specific plan for developments greater than 10 gross acres. Plans shall incorporate development concepts, standards, the hillside development overlay standards and conclusively demonstrate conformance with the general plan.
- 14. IMPLEMENTATION MEASURE:**
Designate an "implementation monitor" who shall be responsible for reviewing the status of general plan

implementation on a regular basis; making annual reports to the Planning Commission and Council as required by law; and coordinating resources, personnel, and budgeted funds to secure completion of the program.

15. IMPLEMENTATION MEASURE:

Revise the zoning map to assign North La Verne densities in the 0-5 du/ac range as shown on the general plan land use map. The Council shall assign density based on the carrying capacity of each site as outlined in the text, considering:

- All environmental constraints and hazards which would affect development (seismic hazard hydrology, or significant ecological areas, significant native vegetation, geology or topography).
- Environmental features requiring protection (ridgelines, vegetation, or scenic vistas, habitat, or fragile ecosystems).
- Ability to provide necessary public services and facilities (fire protection, community facilities).

16. IMPLEMENTATION MEASURE:

Require that any development located in the Hillside Residential land use designation of the general plan prepare a detailed constraints analysis. The constraints analysis shall include a detailed description and mapping of geologic factors, areas prone to flooding, slopes, and stands of oak and sycamore trees. All development analyses will be based on net, not gross area. Development in areas with constraints will be prohibited. No density allowance may be claimed for an area which is undevelopable due to constraints.

17. IMPLEMENTATION MEASURE:

Require tree preservation plans with all development. All significant trees shall be mapped and health condition documented.

18. IMPLEMENTATION MEASURE:

Require that trees be retained by limiting grading around drip lines, including trees in open spaces and yards, constructing retaining walls and relocating trees.

19. IMPLEMENTATION MEASURE:

Require that all trees (as defined in the tree preservation ordinance) removed shall be replaced by a ratio of four to one.

20. IMPLEMENTATION MEASURE:

Amend the hillside development overlay zone (HDOZ) to:

- Prohibit grading along ridgelines, saddles, knolls, canyons, and other significant topographic features;
- Discourage conventional flat pad grading in hillside areas exceeding five percent (5%) slope; prohibit mass grading practices in all hillside areas exceeding ten percent (10%) slope.
- Establish standards for contouring, split-level and uphill/downhill grading practices which limit graded area to the minimum necessary to properly accommodate structures.
- Develop a grading manual providing an outline of hillside grading principles considered desirable.

21. IMPLEMENTATION MEASURE:

Amend the hillside development overlay zone (HDOZ) to require a dense screen of trees where residential development approaches a significant ridgeline or viewshed that may be compromised by encroaching development (rooflines, antennae, streetlights).

22. IMPLEMENTATION MEASURE:

Amend the hillside development standards to prohibit development in areas with a natural slope of 25 percent or greater. Roads to service development may be permitted in these areas if they are designed to minimize visibility and scars from grading.

23. IMPLEMENTATION MEASURE:

Require that if development is proposed for any of the properties within La Verne or its sphere of influence that are outside of the city's jurisdiction (e.g., Marshall Canyon Regional Park), the necessary environmental and planning studies shall be prepared and reviewed by city staff.



Early in the century Citrus trees found a welcome home in the decomposed granite soil and the warm weather.

- 24. IMPLEMENTATION MEASURE:** Maintain contact with the Forest Service on a regular basis to make certain that access to the trails and equestrian network is maintained. Developments which would block or restrict access to the trail network will be opposed by the city.
- 25. IMPLEMENTATION MEASURE:** Take all reasonable action to preserve the integrity of Marshall Canyon as an open space resource. This means:
- Requiring that the existing County regional trail be protected and enhanced in connection with any adjoining development, consistent with County requests that the trail be permanently dedicated for public use;
 - Protecting the environmental character of the canyon in connection with any zone change, specific plan or tract map to vegetation, wildlife habitat and other resources are designated as constraint areas and appropriately protected.
 - Preventing the disruption of Marshall Canyon from the effects of grading, construction, or fuel modification, and other forms of development as defines in Title 18 of the La Verne Municipal Code.
 - Encouraging restoration of the western slopes of the canyon adjoining existing development. this includes the planting of native vegetation including trees, shrubs, and grasses; remedial grading to restore the contours to the extend possible removal of trash, debris and other intrusions; and the continuing maintenance of the streambed and adjoining slopes.
- 26. IMPLEMENTATION MEASURE:** Encourage Los Angeles County to preserve the equestrian trail and adjacent county owned open spaces. The city shall maintain the open space designation, and protect the oak woodlands and riparian areas.
- 27. IMPLEMENTATION MEASURE:** Require annexations as a condition of the extension of city utilities and public services for new development.
- 28. IMPLEMENTATION MEASURE:** Require conditional use permit approval for agricultural uses, including utility rights of way, protecting the surrounding properties.
- 29. IMPLEMENTATION MEASURE:** Request that Pomona, Claremont, Los Angeles County, and San Dimas revise land uses and/or land use plans in areas adjacent to La Verne to ensure compatible development.
- 30. IMPLEMENTATION MEASURE:** Require that Los Angeles County Department of Public Works file proper environmental documents prior to permitting gravel recovery. These documents should examine the regional need, alternative gravel sources and mitigations for dust, noise, traffic and related environmental impacts.
- 31. IMPLEMENTATION MEASURE:** Request that Los Angeles County and San Dimas provide high levels of maintenance and improved landscaping for San Dimas Canyon Park and San Dimas Golf Course.
- 32. IMPLEMENTATION MEASURE:** Prohibit land use amendments, subdivisions, or conversion of the mobile home parks in the Route 30 corridor.
- 33. IMPLEMENTATION MEASURE:** Develop a freeway corridor designation on the land use policy map and restrict new construction within the corridor.
- 34. IMPLEMENTATION MEASURE:** Establish the following standards with respect to interim land uses on vacant freeway rights-of way:
- As part of the zoning ordinance revision, amend the "O" Official zone text to provide specific findings for the review of interim land uses by the planning commission. These findings shall include:
 - (a) Environmental effects, both positive and adverse, on the surrounding neighborhood. These shall include at a minimum noise, vibration, dust, pollen and pesticides, odors, chemical pollution, groundwater and water

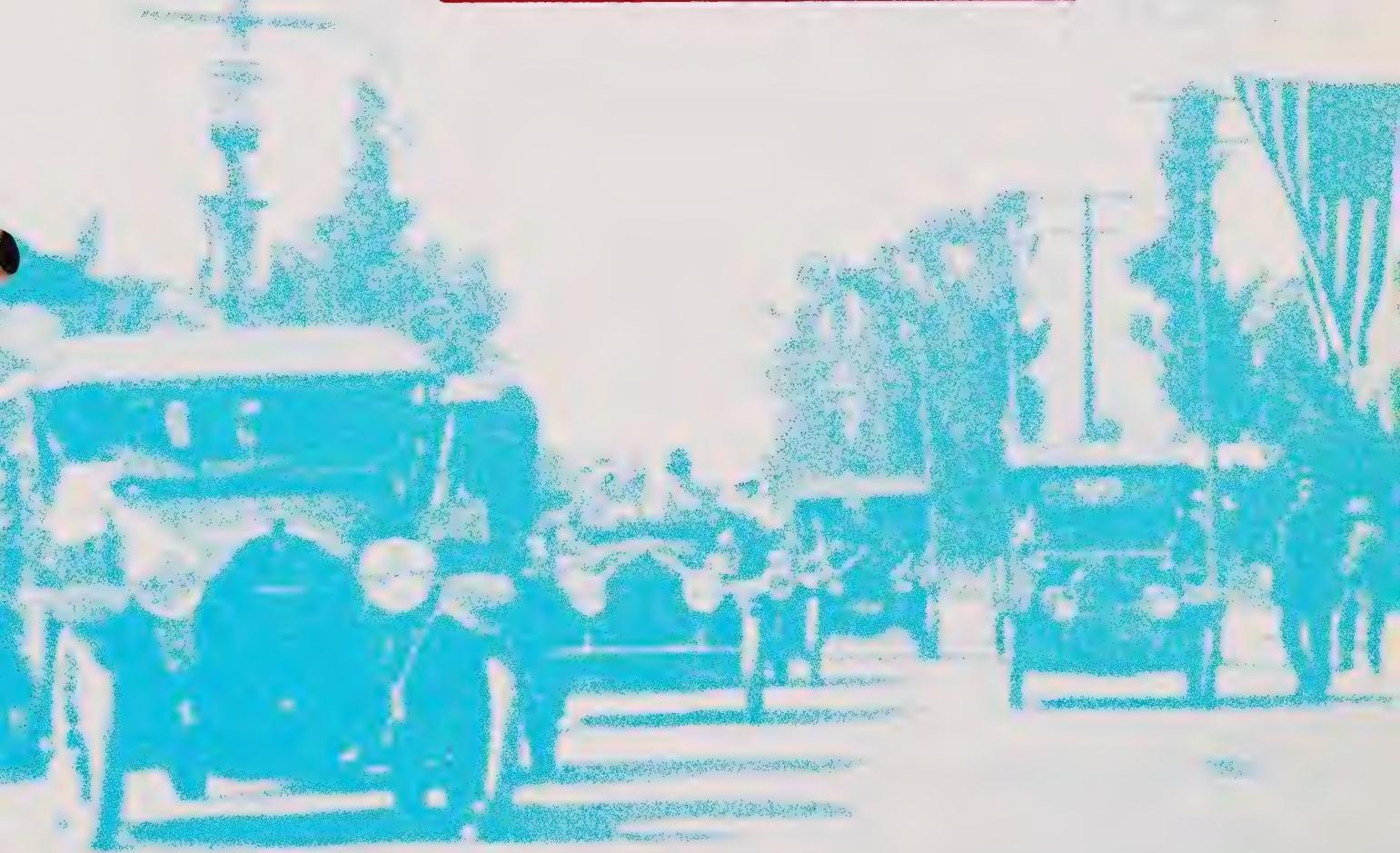
- table condition, utilities (including transmission lines), public facilities, and traffic.
- (b) Social, recreational, or fiscal benefits to be realized from the proposed interim land use, including pedestrian use, recreation opportunities, enhanced City revenue, better economic utilization, preservation and enhancements of agricultural land uses, provision of greenery, protection of cultural resources (archaeological and historic), and buffer value;
- (c) Effect of the interim use on the proposed land use by virtue of its duration, permanence of buildings, change in character or value of surrounding property.
- 35. IMPLEMENTATION MEASURE:** Require complete environmental studies for development of remaining agricultural parcels. The environmental studies shall document all impacts and propose adequate mitigation measures for adverse impacts.
- 36. IMPLEMENTATION MEASURE:** Monitor all development within the county "islands". Proper environmental studies and mitigation measures shall be required for any proposed development or zone changes in these areas.
- 37. IMPLEMENTATION MEASURE:** Develop a neighborhood conservation program for Lordsburg, focusing on coordinated capital improvements, selective land use amendments, housing rehabilitation, revisions to the second unit ordinance, historic preservation and structural stabilization for buildings prone to earthquake damage.
- 38. IMPLEMENTATION MEASURE:** Include neighborhood conservation and implementation programs in the Revised *Oldtown Specific Plan*.
- 39. IMPLEMENTATION MEASURE:** Prohibit institutional and public uses in downtown service and commercial areas.
- 40. IMPLEMENTATION MEASURE:** Ensure that development in Pomona adjacent to Lordsburg shall be accompanied by proper environmental studies and mitigation measures to guarantee uses compatible with the Lordsburg neighborhood. La Verne shall oppose incompatible development.
- 41. IMPLEMENTATION MEASURE:** Implement a neighborhood conservation program in west Lordsburg.
- 42. IMPLEMENTATION MEASURE:** Require a master plan for all institutional and public facilities over one gross acre in size. This includes city of La Verne facilities, as well as Hillcrest Homes, Bonita High School, Damien High School, and the University of La Verne. Master plans shall be compatible with the surrounding neighborhood. Public schools are subject to city master plan requirements only when city assistance is involved.
- 43. IMPLEMENTATION MEASURE:** Amend the zoning ordinance so that automotive repair shops and other noxious uses in the commercial manufacturing zone shall require a Conditional Use Permit.
- 44. IMPLEMENTATION MEASURE:** Insist that Los Angeles County file a master plan for the development and use of Brackett Field. This master plan shall be filed with the appropriate environmental documents and mitigation measures to ensure land use compatibility.
- 45. IMPLEMENTATION MEASURE:** Insist that private development at Brackett Field be subject to development review process.
- 46. IMPLEMENTATION MEASURE:** Request full environmental studies and mitigation measures prior to development at Bonelli Park.
- 47. IMPLEMENTATION MEASURE:** Insist at least 73 percent of Bonelli Park to remain in open space.
- 48. IMPLEMENTATION MEASURE:** Insist environmentally sensitive areas within Bonelli Park to be protected.
- 49. IMPLEMENTATION MEASURE:** Prevent over commercialization of Bonelli Park.



Cooperation between ranchers began with the necessity to find water for the overloads during the hot dry summers. The Water Association and the Citrus Growers Associations pooled the resources and put La Verne on the commercial map.

- 50. IMPLEMENTATION MEASURE:**
Insist adequate circulation and public safety measures within Bonelli Park.
 - 51. IMPLEMENTATION MEASURE:**
Change the Walnut neighborhood land use designation to low-density residential.
 - 52. IMPLEMENTATION MEASURE:**
Implement the land use goals of the *Industrial Specific Plan*.
 - 53. IMPLEMENTATION MEASURE:**
Require that water plans shall be approved by the fire and public works departments and constructed to city standards.
 - 54. IMPLEMENTATION MEASURE:**
Revise the zoning ordinance by 1992
- to include provisions encouraging the development of urban village projects: projects which incorporate a variety of land uses within a single neighborhood. The ordinance shall include, at a minimum:
- Performance standards including compatibility, nuisance control, light, air, noise, vibration, odor and other standards;
 - Design incentives encouraging creative application of design principle to create innovative projects, consistent with the community design element;
 - Subdivision and zoning regulations including height, bulk, setbacks, coverage, and other requirements.

TRANSPORTATION



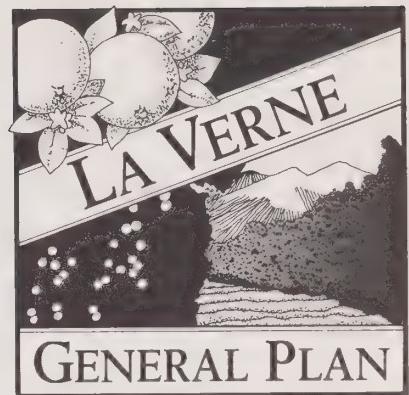


TRANSPORTATION

The transportation chapter concerns La Verne's network of streets and highways, as well as public transit, truck routes and railroads. This chapter discusses transportation issues in the city, goals and policies to address these issues, and describes future traffic demands. Section C of the background report describes the existing circulation system and traffic volumes in the city.

The major transportation issues facing La Verne are described below:

- The most important issue is the construction of the Foothill Freeway. When completed, the freeway will dominate the circulation system of the city. Caltrans presently plans to build the freeway as an elevated roadway along a right-of-way parallel to and south of Baseline Road. Although the freeway will relieve traffic on overburdened east/west streets now functioning as commuter routes through the city (including Foothill Boulevard, Arrow Highway and Bonita Avenue), its construction as an elevated route would create significant adverse effects which cannot be avoided.
- The Southern California Association of Governments forecasts that rush hour freeway speeds will drop to 9 to 11 miles per hour by the year 2010, impacting local street systems.
- During the past few years, new single-family residential development has been built within the freeway right-of-way.
- Some major and secondary arterials (such as Bonita Avenue, Baseline Road and Wheeler Avenue), have single-family homes with direct access to these streets.
- Bonita Avenue in the vicinity of "D" Street has an existing volume of 12,000 cars per day which is approaching its reasonable capacity.
- Of the city's major and secondary arterials, only Foothill Boulevard and Arrow Highway have been fully improved.
- There is no easy direct route from Foothill Boulevard to the San Bernardino Freeway.
- To keep vehicular noise from adversely affecting residential areas, the City Council has designated maximum volumes of traffic in North La Verne along Wheeler Avenue and Esperanza Drive with the intent of planning development not to exceed the designated maximum traffic volumes. New development in these areas may push traffic volumes on Wheeler and Esperanza past the preferred traffic volumes.
- Although La Verne is served by two transit agencies, their service is not well coordinated.
- Older portions of La Verne often do not have enough off-street parking.
- As the *Industrial (Designated Specific Plan Area) Specific Plan* is implemented, more traffic from commuting employees will be generated.
- Foothill Boulevard has many access points which act to lower the effective capacity of the roadway.
- La Verne residents are forced to travel major streets because of the absence of east-west secondary routes.
- Walking and bicycling are not yet attractive alternatives to the automobile.



The Red Car made as many as 9 round trips daily from La Verne to Los Angeles in 1937. Passenger services dropped off with the popularity of the automobile to four round trips by 1941.

- Scenic corridors are not designated in La Verne.
- Atchinson, Topeka and Santa Fe and Southern Pacific railroad tracks are not integrated with the surrounding neighborhoods in South La Verne.

Conformance with State Law. La Verne's transportation chapter has been designed to incorporate the provisions of a congestion management program (CMP) provided in the bipartisan transportation bill (AB 471) which is pending approval. The most significant provisions are:

POLICY	REQUIREMENT
1.1, 44, 5.1, 5.6 8.4, 8.5, 1.4, 1.5, 6.7	Coordination with county and regional transportation planning agencies (Sec. 65089)
5.1, 5.6 8.1, 9.4, IM 1-14	Trip reduction and travel demand components (65089)
IM-2	Capital Improvement Program (65089)

The transportation chapter is also consistent with applicable provisions of pending Assembly Bill (AB 35), which revises circulation element requirements to include a broader range of transportation issues.

■ ■ ■

Goals and Policies

The following goals and policies were developed to address transportation issues in the city.

ISSUE: Construction of the Foothill Freeway as an elevated roadway as currently proposed is unacceptable to La Verne.

ISSUE: The Southern California Association of Governments forecasts that rush-hour freeway speeds will drop to 9 to 11 miles per hour by the year 2010, impacting local street systems.

- 1. GOAL:** Construction of fully depressed Foothill Freeway in conformance with the general plan alleviating congestion on the city's surface streets.

- 1A. GOAL:** Encourage industrial and commercial projects which will make a positive contribution to the jobs housing balance.

- 1 Encourage the development of research and development, light manufacturing, and commercial uses which can be supplied through the local labor market. This development shall be consistent with both the land use chapter of this plan and the adopted *Industrial (Designated Specific Plan Area) Specific Plan*.
- 2 Consider, in any subsequent zoning ordinance revisions, inducements which may be granted to secure projects contributing to a greater balance between job and housing opportunities in La Verne.

POLICIES:

The City shall:

- 1 Participate in all meetings with Caltrans when the Foothill Freeway is discussed.
- 2 Meet with the assembly person and senator representing La Verne to enlist their assistance in revising the Caltrans' elevated roadway plans.
- 3 Insist upon construction of two full interchanges, one at Foothill Boulevard on the west and the other at Fruit Street on the east to alleviate cross through traffic congestion on city streets. Encourage Caltrans to consider providing ramps at Wheeler Avenue.
- 4 Encourage the development of high occupancy vehicle lanes on Interstate-10, Interstate-210 and State Route 30 to alleviate traffic congestion on the freeways and therefore on city streets.
- 5 Encourage Caltrans to consider the possibility of providing ramps on Wheeler Avenue, at a minimum an eastbound off-ramp and a westbound on-ramp. This would reduce existing and projected congestion at the Foothill/Wheeler intersection.

Future Traffic Levels and Proposed Circulation System.

Future Traffic Levels

Future travel demands are directly related to future land use. When changes are made in the type and/or intensity of land use, there is a change in travel demands. Similarly, any modification to the circulation system has an impact upon land use. This relationship between land use and circulation is the most important concept in the circulation chapter. The city decision makers should consider this in any discussion of land use and/or circulation system modifications.

Future land use data were utilized to estimate trip generation upon complete buildout of the city. The existing land use as well as the general plan buildout land uses were analyzed. The study area was divided

into eight zones. General boundaries of these zones are similar to the eight planning areas, and include the “sphere of influence” areas. Daily traffic volumes were then estimated for those areas in each zone either presently undeveloped or proposed to be redeveloped, for both the existing and general plan land uses. The trip generation rates for each respective land use are listed in Table TRANS-4. When these rates are applied to the future land uses, an additional 75,300 were estimated for the general plan land uses. The estimated daily trip generation volume with the existing land uses is 245,600. Estimated total daily trip generation volume at buildout of the general plan is 320,900. This information is summarized in Table TRANS-5. Eighty percent of all trips generated within La Verne have a origin or destination outside of the city.

Table TRANS-1

SUMMARY OF RECOMMENDED MINIMUM STREET DESIGN STANDARDS

DESCRIPTION OF DESIGN CRITERIA	MAJOR ARTERIALS	SECONDARY ARTERIALS	COLLECTOR STREETS	LOCAL STREETS	CUL-DE-SAC STREET
Estimated 24-Hour Traffic Volume ¹	22,000–33,000	12,500–22,000	1,500–12,500	1,500 Maximum	300 Maximum
Design Speed	50 MPH	40 MPH	30 MPH	25 MPH	25 MPH
Intersection Spacing	1200'	600'	300'	250'	—
Right-of-Way	100'	84'	70'	56'	56' (Radius-50')
Access to Property Adjacent to Roadway	Intersection Only	Avoid Where Possible	Avoid in Some Cases	OK	OK
Curb-to-Curb Width	84' (14' Median)	64'	40-50'	36'	36' (Radius-32')
Stopping Sight Distance (Summit & Sag)	350'	275'	200'	160'	160'
Minimum Horizontal Radius	850'	550'	300'	200'	200'

SOURCE: Weston Pringle and Associates

¹ Level of Service D, i.e., up to 70 percent of vehicles at a stoplight during peak traffic will have to wait through more than one light to cross the intersection.

Estimated residential, commercial, industrial and public/institutional trips, contained in Table TRANS-5 were assigned to the city's circulation system. This assignment was based upon the location of the various land uses within the city and the external directional distribution pattern illustrated in Figure TRANS-5.

Figure TRANS-6 illustrates traffic volumes for the general plan land uses at buildout. Due to the various assumptions required to develop these estimates, they are not precise values. However, these projections do indicate the magnitude of future traffic volumes and provide a method of determining circulation system needs.

These values do not include any increase in through traffic due to development in areas adjacent to the city nor any adjustments of existing traffic volumes for changes in traffic patterns due to the completion of the Foothill Freeway. (Future development traffic volumes have been assigned to the completed future arterial system which assumes completion of the Foothill Freeway. Therefore, only the existing traffic volumes need to be adjusted for the completion of the freeway; volumes will slightly increase on streets perpendicular to the freeway (north/south streets) and will initially decrease on streets parallel to the freeway (east/west streets). Since no adjustments have been made for these decreases in existing east/west traffic volumes, the traffic volumes

discussed in this chapter represent a "worst case" condition. Additionally, any increase in east/west traffic due to regional growth is assumed to be offset in this study by the volume of east/west traffic that decreases due to the freeway.

Proposed Circulation System

The proposed travel demands illustrated on Figure TRANS-4, for conditions upon buildout of the general plan, provide a basis for developing a circulation system to serve future needs. These volumes can be related to street classifications systems. The recommended circulation system is described in this section.

Various methods of classifying circulation systems have been developed to assist in the planning and development of communities. Cities, counties and private agencies have developed road classifications which provide a basis for determining the proposed system. Table TRANS-2 lists such a configuration and daily capacity data. These data are based upon a maximum Level of Service D. (An explanation of Level of Service is shown in Table TRANS-3).

A circulation system based upon the projected volumes shown in Figure TRANS-6 and the classification data contained in Table TRANS-2 is illustrated in Figure TRANS-1.

Table TRANS-2
DAILY TRAFFIC CAPACITIES—ARTERIAL STREETS

ARTERIAL CLASSIFICATION	STREET CONFIGURATION	APPROXIMATE DAILY CAPACITY (Level of Service D) (1)
Local Street	2 lanes	1,500
Collector Street	2 lanes + left turn channelization	12,500
Secondary Arterial	4 lanes + left turn channelization	22,000
Major Arterial	4 lanes + left turn channelization	33,000

SOURCE: Weston Pringle and Associates

(1) See Table TRANS-3 for an explanation of level of service categories.

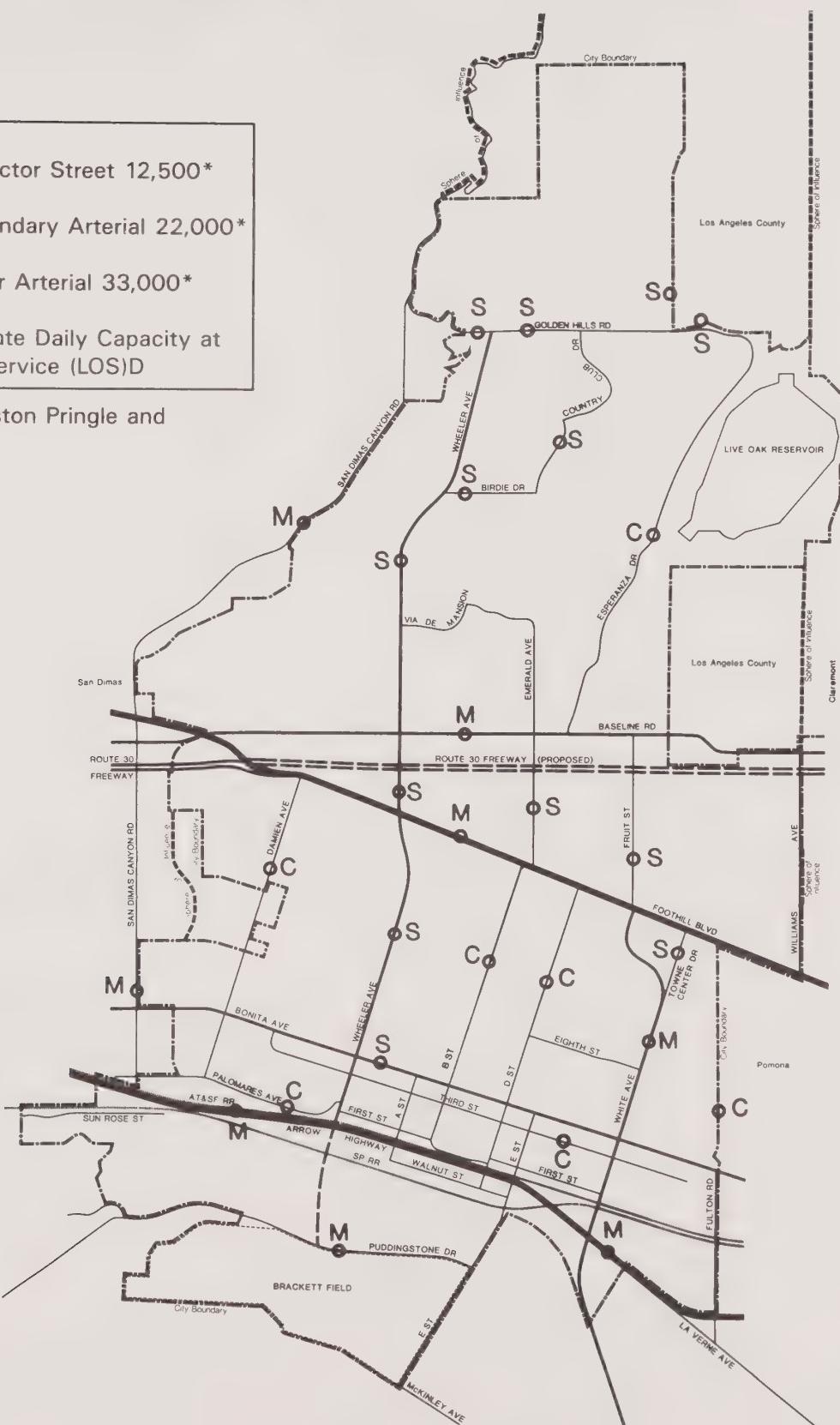
CIRCULATION PLAN

FIGURE TR-1

- C** Collector Street 12,500*
- S** Secondary Arterial 22,000*
- M** Major Arterial 33,000*

*Approximate Daily Capacity at Level of Service (LOS)D

SOURCE: Weston Pringle and Associates.



0 2000
SCALE FEET

NOTE: Sphere of Influence line subject to adjustment.

Specific criteria for various street classifications have been developed and are summarized in Table TRANS-2 and illustrated on Figure TRANS-1. These criteria are recommended as design guidelines for the development of the city. Any deviation from these standards should be based upon a thorough analysis by a qualified traffic engineer and review and approval by city staff. The criteria are to assist in the development of a functional and safe circulation system.

While some of these criteria cannot be achieved in areas with existing development, they can serve as a goal for new development and redevelopment.

1.6 Implement the following provisions of the *Foothill Boulevard Specific Plan* with respect to congestion management in the Foothill Boulevard corridor:

- Privately installed improvements with new development, including deceleration lanes, bus turnouts, inter-parcel circulation, improved parking lot design, and elimination of unnecessary driveways.
- Public right-of-way improvements, including intersection modification, left turn lanes, new traffic signals, and median modification.
- Strong public and private sector cooperation in the development of mass and alternative transit opportunities, including multi-modal transit facilities, van and car-pooling, and cooperative transit planning between local and regional agencies.

1.7 Declare the *Foothill Boulevard Specific Plan* to constitute the city's officially adopted congestion management program (CMP) for the Foothill Boulevard corridor.

ISSUE: The freeway could be a significant barrier to north/south circulation in La Verne. In addition, new single-family residential development has been built within the freeway right-of-way.

2. GOAL: Expedited completion of the Foothill Freeway in an aesthetic and environmentally sensitive design.

POLICIES:

The City shall:

2.1 Prohibit further new residential development within the freeway right-of-way.

2.2 Work with Caltrans to design overpasses crossing the freeway for all affected major and secondary north/south arterials in La Verne. These arterials are Foothill Boulevard, Wheeler Avenue, Emerald Avenue, Fruit Street and Williams Avenue.

ISSUE: Some major and secondary arterials (such as Bonita Avenue, Baseline Road and Wheeler Avenue) have single-family homes with direct access to these streets.

ISSUE: Bonita Avenue near "D" Street is approaching capacity and needs to be improved.

ISSUE: There is no easy direct route from Foothill Boulevard to the San Bernardino Freeway.

ISSUE: Foothill Boulevard has many access points, which act to lower the effective capacity of the roadway.

ISSUE: La Verne residents are forced to travel major streets because of the absence of east-west secondary routes.

3. GOAL: Increase traffic safety, protect residential neighborhoods, increase access to commercial land and improve level of service on arterials.

POLICIES:

The City shall:

3.1 Study the distribution of traffic accidents to identify concentrations and use this information to help set priorities for improvements.

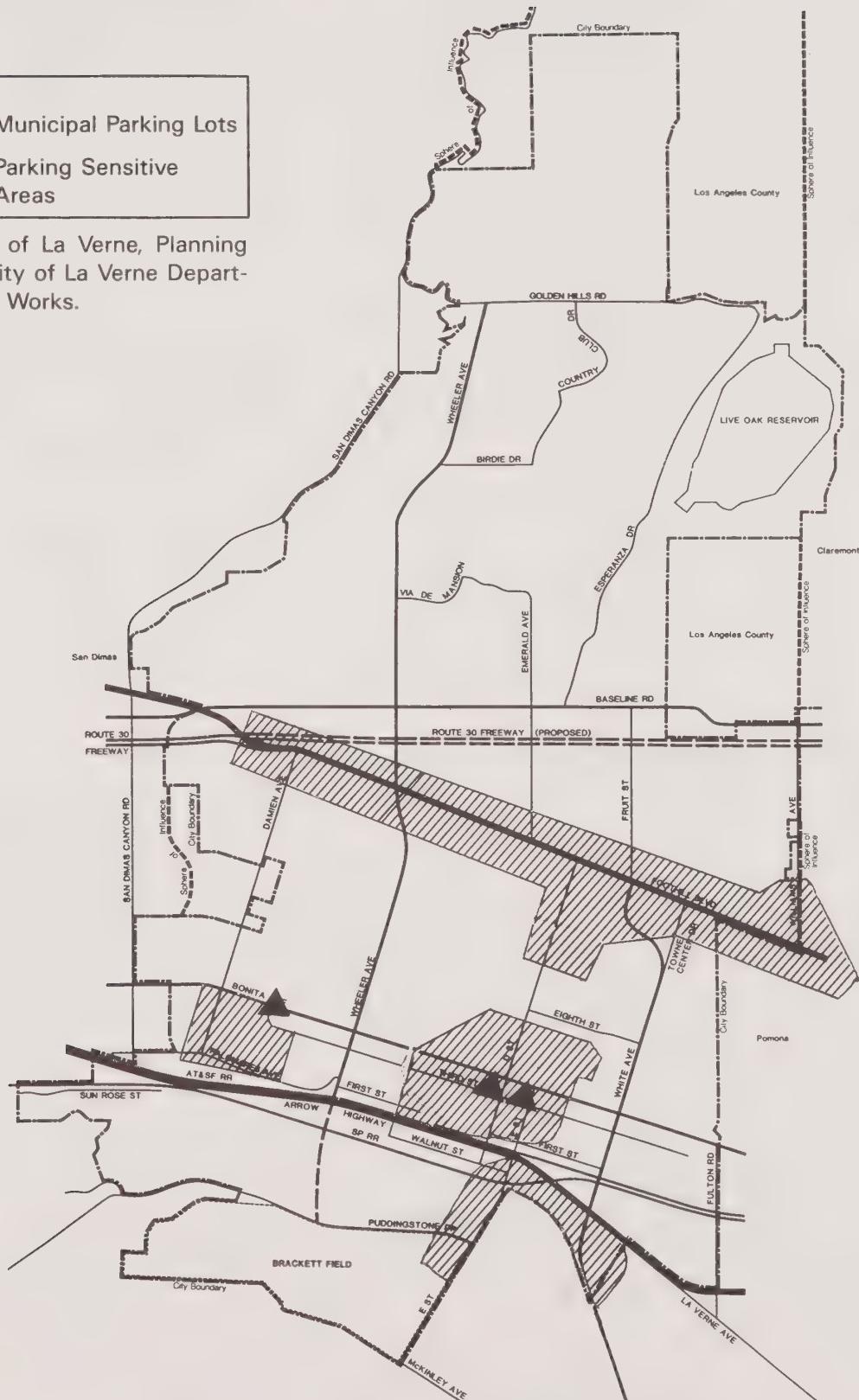


The San Bernardino Red Car Line ran East from Los Angeles June 1914 to November 1941. Following what is now the Southern Pacific rail line, the Rail Car stopped at Mud Springs (San Dimas Canyon Blvd), the Pacific Electric Station between "D" and "B" and the Fairgrounds.

PARKING PLAN FIGURE TR-2



SOURCE: City of La Verne, Planning Department; City of La Verne Department of Public Works.



SCALE 0 2000 FEET NOTE: Sphere of Influence line subject to adjustment.

- 3.2** Request citizen and traffic commission input on needed roadway improvements.
- 3.3** Identify sections of major and secondary roadways which are at capacity or will be at capacity in the near future.
- 3.4** Place needed improvements in priority order and include them in the capital improvements program.
- 3.5** Require that access to property from major or secondary streets be avoided where possible. Where driveways are necessary, they shall be located as far as possible from intersections in Lordsburg. Access from alleys shall be encouraged.
- 3.6** Encourage interparcel circulation between properties adjacent to major arterial streets.
- 3.7** Conduct a street and alley vacation study and vacate unnecessary alleys and streets.
- 3.8** Implement circulation requirements of accepted specific plans.
- 3.9** Study on a case by case basis, the development of east-west street connections.
- 3.10** Continue to identify locations for new traffic signals.

and Esperanza prior to considering any annexation of the sphere of influence areas.

- 4.2** Reduce the potential for traffic volumes to exceed the designated traffic levels by limiting project development and the associated traffic to no more than the designated traffic levels established by the city.
- 4.3** Not permit Live Oak Canyon road to be tied into Esperanza Drive.
- 4.4** Encourage improvement of Live Oak Canyon Road by the county.

ISSUE: Although La Verne is served by two transit agencies (Pomona Valley Transit Authority and Southern California Rapid Transit District), their service is not well coordinated.

- 5. GOAL:** Accessible, efficient public transit for those whose mobility is impaired. Development of public transit as a viable alternative to the automobile.

POLICIES:

The City shall:

- 5.1** Encourage PVTA, SCRTD and Foothill Transit to use the same bus stops and to synchronize schedules so that transfers between them are easier.
- 5.2** Review projected development and redevelopment of land and policies with the bus agencies to determine whether alterations to service will be required.
- 5.3** Evaluate relationship of bus routes to major concentrations of elderly and handicapped population in La Verne (mobile home parks, Hillcrest Homes, etc.) to determine whether service can be improved.
- 5.4** Continue the construction of bus turnout lanes and bus shelters on transit routes. Development of bus benches and shelters should occur on the far side of the intersection.
- 5.5** Require provision of bus stops and related facilities in all major new

ISSUE: To keep vehicular noise from adversely affecting residential areas, the City Council has designated traffic volumes in North La Verne along Wheeler Avenue and Esperanza Drive with the intent of planning development not to exceed the designated traffic volumes. New development in these areas may push traffic volumes on Wheeler and Esperanza past the established limits.

- 4. GOAL:** Maintain traffic noise at acceptable levels while providing good access to North La Verne.

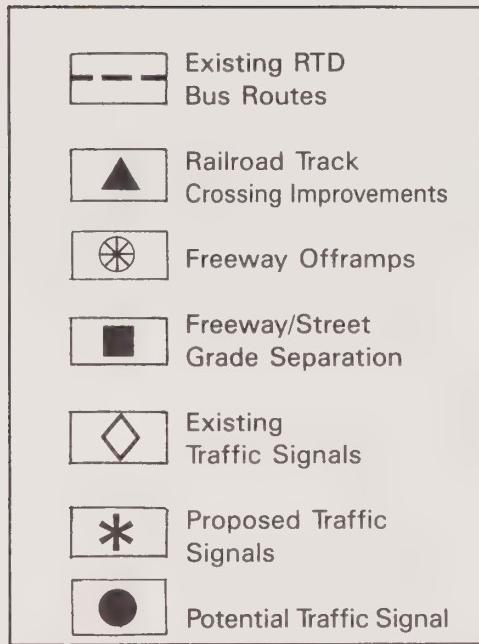
POLICIES:

The City shall:

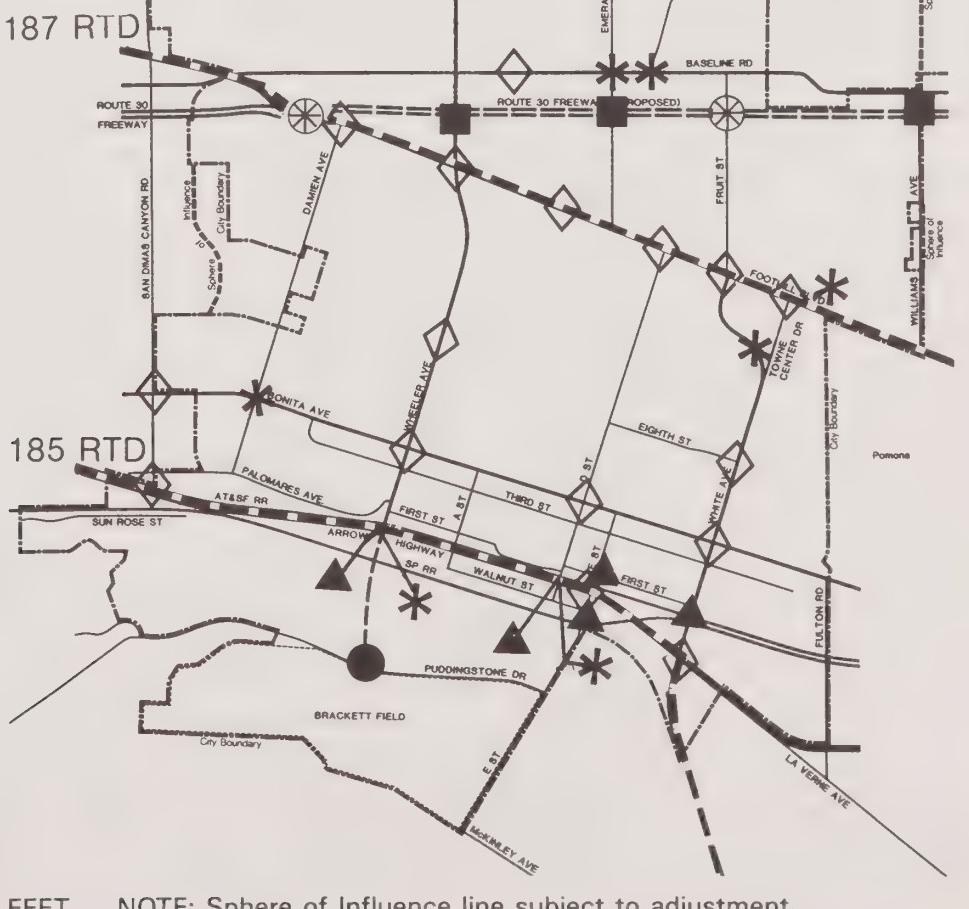
- 4.1** Study traffic impacts of new development in North La Verne on Wheeler

EXISTING/PROPOSED CITY CIRCULATION FACILITIES

FIGURE TR-3



SOURCE: Department of Public Works:
Weston Pringle and Associates.



NOTE: Sphere of Influence line subject to adjustment.

commercial and industrial developments and for residential and institutional developments along major arterials.

- 5.6** Encourage the development of a regional rapid transit system that would ultimately serve La Verne.

ISSUE: Older portions of La Verne often do not have enough off-street parking. The Lordsburg area is the community which is most deficient in this regard.

- 6. GOAL:** Provide adequate off-street parking and loading facilities for businesses throughout the city.

POLICIES:

The City shall:

- 6.1** Promote business development in Oldtown La Verne. Revise the *Oldtown Specific Plan* to permit the payment of in-lieu fees to allow new business development where sufficient off-street parking is not available.
- 6.2** Use La Verne redevelopment agency powers and funding to increase parking in Oldtown.
- 6.3** Promote city development of shared or cooperative parking facilities, particularly in the Lordsburg area under cooperative parking agreements established as part of the Lordsburg Specific Plan.
- 6.4** Maintain and enforce city overnight and preferential parking ordinances.
- 6.5** Require adequate on-site parking at all public and private schools to prevent pressure on the surrounding residential and commercial neighborhoods.
- 6.6** Encourage use of reciprocal access agreements and interconnecting off-street parking and circulation between adjacent commercial centers on Foothill Boulevard and Arrow Highway.
- 6.7** Encourage advance notice and cooperation with Fairplex, Bonelli Park and the city of Pomona during all major events sponsored in those areas.

- 6.8** Require all new residential development to provide facilities for recreational vehicle parking.

- 6.9** Ensure that all new development provides adequate off-street parking and do not rely on on-street parking for successful operation except in those areas referred to in Policy 6.1.

ISSUE: Of the city's major arterials, only Foothill Boulevard and Arrow Highway have been fully improved.

- 7. GOAL:** A fully developed network of major and secondary streets which permit the safe movement of people and goods.

POLICIES:

The City shall:

- 7.1** Require that all roadway and transit improvements conform to the adopted transportation plan.
- 7.2** Require new development and expansions of existing development to pay the full cost of circulation improvements needed to serve them. New developments and expansions of existing development shall also be assessed a portion of improvements from which they benefit.
- 7.3** Refuse to accept Baseline Road and Foothill Boulevard from the state until all improvements have been made.
- 7.4** Continue the practice of full improvement assessment districts to fund necessary improvements.
- 7.5** Prohibit parking on arterial streets thereby maximizing safety and increasing capacity of the streets.
- 7.6** Continue to identify key intersections where congestion is likely to occur as a result of the increase in traffic volumes.

ISSUE: As the *Industrial (Designated Specific Plan Area) Specific Plan* is implemented, more traffic from commuting employees will be generated.

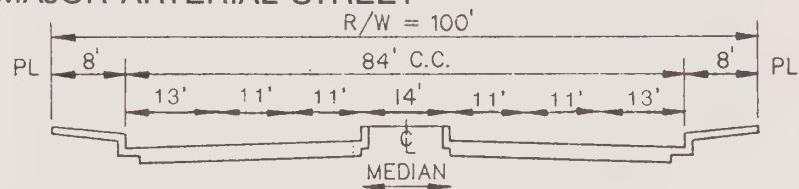
STREET DESIGN STANDARDS

FIGURE TR-4

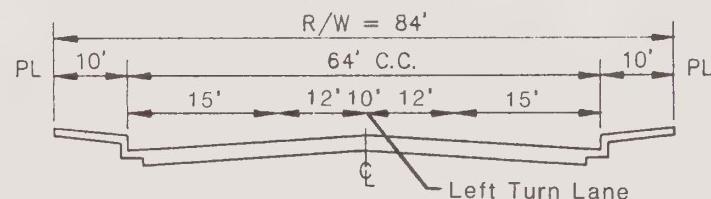
R/W	Right of Way
C	Center Line
PL	Property Line

SOURCE: Weston Pringle and Associates.

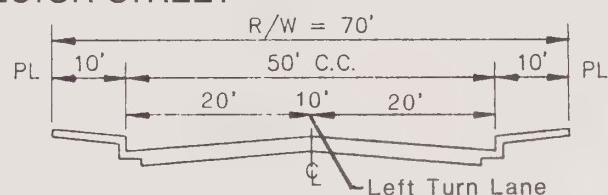
MAJOR ARTERIAL STREET



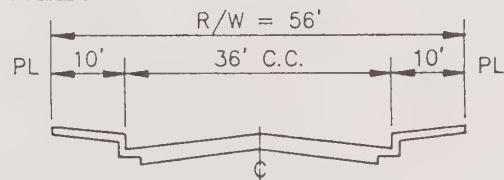
SECONDARY ARTERIAL STREET



COLLECTOR STREET



LOCAL STREET



NOTE: Street design standards are based on general guidelines for further expansion of existing arterials based on present legal right-of-way.

- 8. GOAL:** To alleviate potential circulation problems resulting from additional employment opportunities in La Verne.

POLICIES:

The City shall:

- 8.1** Require businesses employing more than 100 people to develop and implement transportation system and transportation demand management plans including a combination of the following:
- Transportation System Management—Bus shelters and turnouts, median improvements, deceleration lanes;
 - Transportation Demand Management—Flex-time, bike racks, showers, staggered delivery hours, ride-share, van pools, subsidized bus passes, work-at-home, staggered work hours. Reduce average vehicle ridership in connection with regulation number 15 of the South Coast Air Quality Management District.
- 8.2** Require priority loading and parking areas for buses, car-pools, van pools etc., at all businesses employing more than 50 people.
- 8.3** Require provision of convenient eating and recreational facilities on site for businesses employing more than 100 people.
- 8.4** Encourage local and regional park and ride facilities.
- 8.5** Encourage the development of a light rail transportation system through the San Gabriel Valley along the current Atchinson, Topeka, and Santa Fe (ATSF) and Southern Pacific (SPRR) rights-of-way. The City shall encourage the development of a transit station in La Verne to service the airport, fairgrounds, downtown and industrial areas.

ISSUE: Walking and bicycling are not yet attractive alternatives to the automobile.

- 9. GOAL:** To increase pedestrian, bicycle and horse traffic and to make it compatible with motorized traffic policies.

POLICIES:

The City shall:

- 9.1** Require new development to provide pedestrian paseos and bicycle lanes.
- 9.2** Require pedestrian and bicycle facilities to conform to policies in the resource management chapter.
- 9.3** Require new development to tie in to adjacent equestrian trails.
- 9.4** Require enriched paving at pedestrian crossings at intersections along major and secondary arterial streets. Enriched paving shall be inter-locking pavers, subject to review by the Director of Public Works.

ISSUE: Scenic corridors are not designated in La Verne.

- 10. GOAL:** Provide scenic highways conforming to the community design and resource management chapters.

POLICIES:

The City shall:

- 10.1** Require new development along a scenic corridor to provide scenic corridor monument signs at the corridor's beginning. (See Figure RM-4 for the location of scenic corridors).

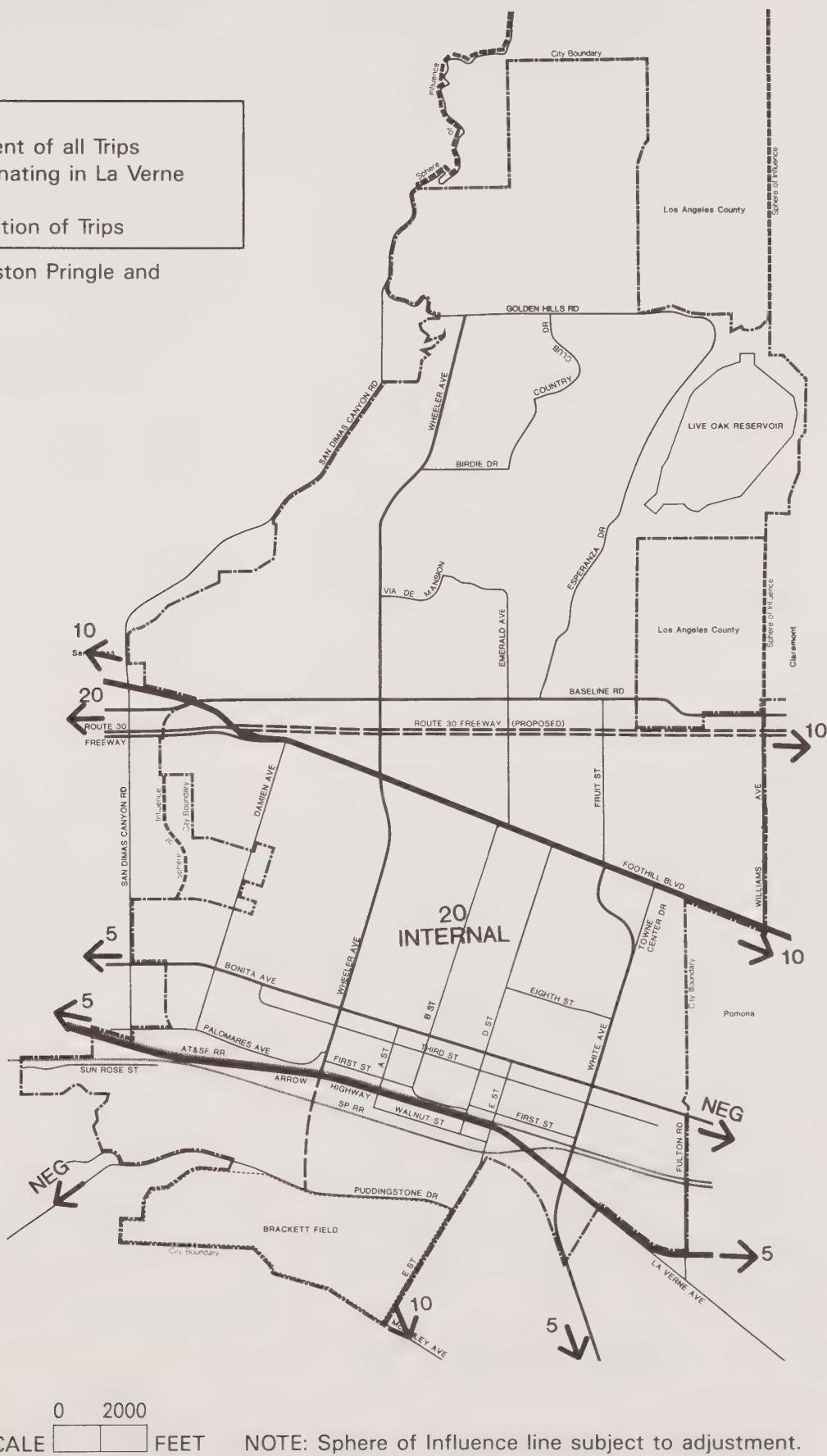
ISSUE: Atchinson, Topeka, and Santa Fe and Southern Pacific railroad tracks are not integrated with the surrounding neighborhoods in South La Verne.

- 11. GOAL:** To provide methods and funds to improve the visual and physical condition of the railroad tracks.

DIRECTIONAL DISTRIBUTION FIGURE TR-5

10 Percent of all Trips Originating in La Verne

SOURCE: Weston Pringle and Associates.



SCALE 0 2000 FEET

NOTE: Sphere of Influence line subject to adjustment.

POLICIES:

The City shall:

- 11.1** Require contributions from developers adjoining railroad rights-of-way to pay for improved signals, rubberized railroad crossings, and related crossing improvements.
- 11.2** Purchase or lease peripheral railroad land for landscaped belts, sound walls and other related facilities.

■ ■ ■

Implementation Measures

The City will:

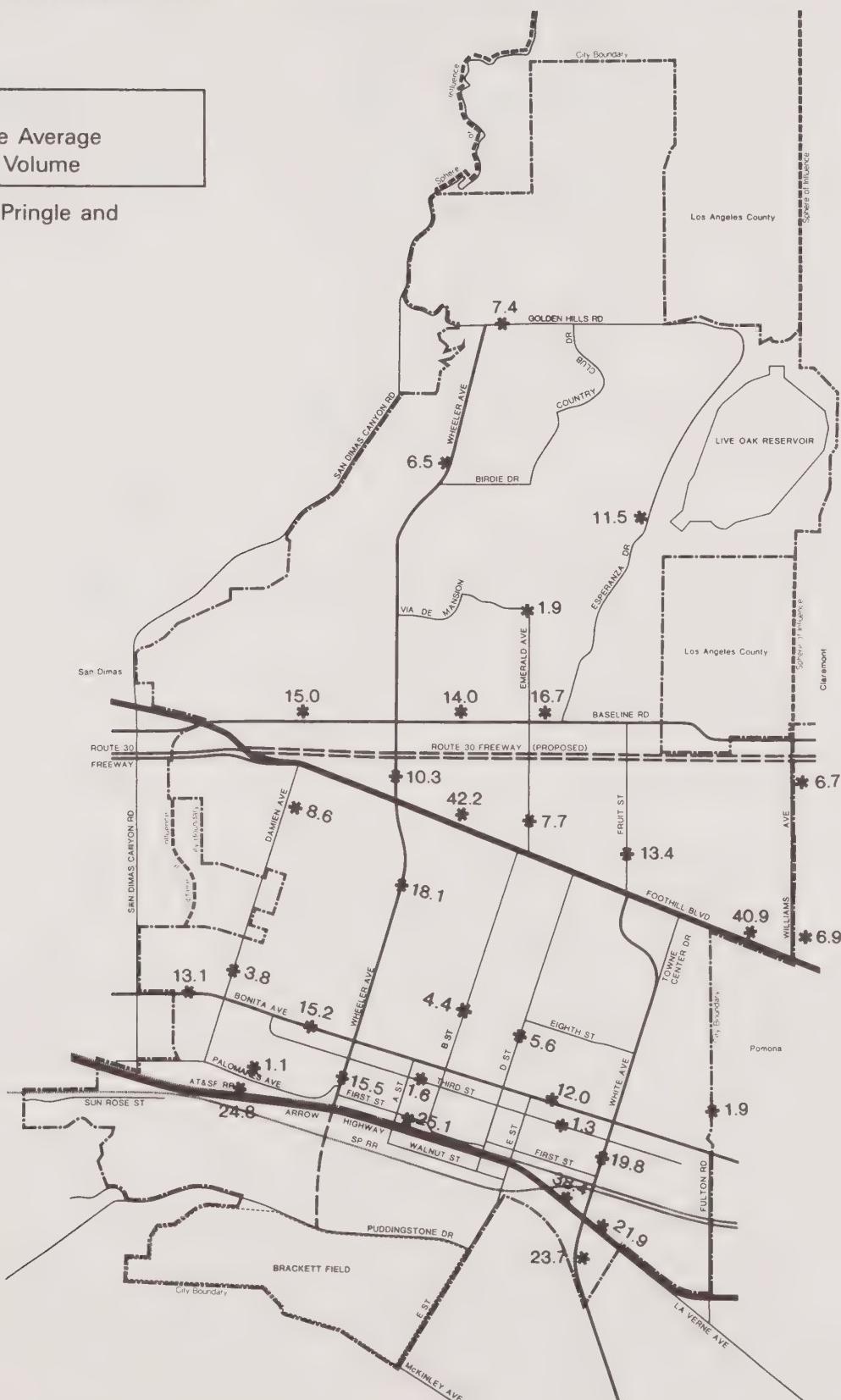
- 1. IMPLEMENTATION MEASURE:**
Maintain regular contact with Caltrans regarding the freeway design and relocation of residents living in the right-of-way.
- 2. IMPLEMENTATION MEASURE:**
Adopt a capital improvements plan for the circulation system, including pavement management for existing streets.
- 3. IMPLEMENTATION MEASURE:**
Establish the routes shown in Figure TRANS-1 as the City circulation plan.
- 4. IMPLEMENTATION MEASURE:**
Establish the standards shown in Table TRANS-1 and Figure TRANS-4 as the standards for development of all streets in the city where appropriate.
- 5. IMPLEMENTATION MEASURE:**
Secure funding for the installation of additional bus shelters, turnouts, and other facilities encouraging carpooling, mass transit and alternative means of transportation. Funding options may include, but are not limited to, the following: redevelopment agency funds (within the Central City Redevelopment Project area); Proposition "A" funding; and development exactions (conditions imposed upon approval of projects which contribute to substantially increased vehicle trips).
- 6. IMPLEMENTATION MEASURE:**
Maximize the capacity of Foothill Boulevard, by designing the roadway to follow the lane configurations for major arterials as shown in Figure TRANS-4. The street standards shall be amended to require that all driveways along Foothill be constructed with 35 to 40 foot widths.
- 7. IMPLEMENTATION MEASURE:**
Through the site plan review process, ensure that access to adjoining property from any major or secondary streets is avoided where possible. If access cannot be avoided, wide curb lanes and wide driveway "mouths" are necessary to maintain safety and increased capacity.
- 8. IMPLEMENTATION MEASURE:**
Include traffic analysis of Wheeler Avenue and Esperanza Drive as part of any annexation study of areas adjacent to North La Verne.
- 9. IMPLEMENTATION MEASURE:**
Conduct a study through the redevelopment agency to assess parking deficiencies in Oldtown. This study should also identify land which could be acquired by the Agency to create additional parking areas.
- 10. IMPLEMENTATION MEASURE:**
Review parking standards in the zoning regulations and compare to existing development to ensure that standards are adequate. (See Figure TRANS-2 for parking plan.)
- 11. IMPLEMENTATION MEASURE:**
Develop a transportation system management (TSM) plan ordinance. This ordinance should include, but not be limited to, provisions for the following components of trip reduction:
 - Bus shelters and turnouts, median improvements, deceleration lanes;
 - Flex-time, bike racks, showers, staggered delivery hours, ride-share, van pools, subsidized bus passes, work-at-home, staggered work hours.

See Figure TRANS-3, Existing and Proposed City Circulation Facilities.

PROPOSED GENERAL PLAN CITY BUILDOUT AVERAGE DAILY VOLUMES FIGURE TR-6

8.6 Future Average Daily Volume

SOURCE: Weston Pringle and Associates.



SCALE 0 2000 FEET

NOTE: Sphere of Influence line subject to adjustment.

12. IMPLEMENTATION MEASURE:
Develop requirements for right-of-way acquisition/dedication to address key intersection congestion problems by providing separate right turn lanes, dual left turn lanes, driveway controls, medians and other measures.

13. IMPLEMENTATION MEASURE:
Use Proposition A funds to aid senior oriented paratransit activities, providing destination service to the elderly and handicapped.

14. IMPLEMENTATION MEASURE:
Amend the Standard List of Conditions to require that any bus shelters established in new developments be located on the far side of the intersection.

15. IMPLEMENTATION MEASURE:
Review the transportation chapter on an annual basis for consistency with any congestion management program adopted by the City and/or County, as provided in Assembly Bill 471 (1989).

Table TRANS-3
LEVEL OF SERVICE DESCRIPTION

Level of Service		Volume/Capacity Ratio
A	Low volumes; high speeds; speed not restricted by other vehicles; all signal cycles clear with no vehicles waiting through more than one signal cycle.	0.00–0.60
B	Operating speeds beginning to be affected by the other traffic; between one and ten percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	0.61–0.70
C	Operating speed and maneuverability closely controlled by other traffic; between 11 and 30 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods: recommended ideal design standard.	0.71–0.80
D	Tolerable operating speeds: 31 to 70 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods; often used as design standard in urban areas.	0.81–0.90
E	Capacity; the maximum traffic volumes an intersection can accommodate; restricted speeds; 71 to 100 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	0.91–1.00
F	Long queues of traffic; unstable flow; stoppages of long duration; traffic volume and traffic speed can drop to zero; traffic volume will be less than the volume which occurs at Level of Service E.	1.00+

SOURCE: Weston Pringle and Associates, November, 1985.

Table TRANS-4
TRIP GENERATION RATES

LAND USE	descriptor	DAILY TRIP PER DESCRIPTOR
Hillside Residential (1.3)	Dwelling Unit	10
Low Density Residential (1.4)	Dwelling Unit	10
Medium Density Residential (1.5)	Dwelling Unit	6
High Density Residential (1.6)	Dwelling Unit	6
Commercial (2)	Acre	700
Business Park (1)	Acre	160
Industrial (1)	Acre	51
Public Industrial (1.2)	Acre	5

NOTES:

- (1) ITE Trip Generation 4th Edition
- (2) San Diego Traffic Generators
- (3) Hillside Residential conversion factor: 0.2 dwelling units per acre.
- (4) Low Density Residential assumed density: 3.5 dwelling units per acre.
- (5) Medium Density Residential assumed density: 7.5 dwelling units per acre.
- (6) High Density Residential assumed density: 11.5 dwelling units per acre.

SOURCE: Weston Pringle and Associates, November, 1985.

Table TRANS-5
TRIP GENERATION
EXISTING LAND USE COMPARED TO GENERAL PLAN

LAND USE	ACREAGE IN EACH LAND USE CATEGORY	
	EXISTING LAND USE ¹	GENERAL PLAN ¹
Hillside Res. (0-1 du/5 ac)	0	716
Low Density Res. (0-5 du/ac)	2,230 ac.	2,075 ac.
Medium Density Res. (0-10 du/ac)	371 ac.	313 ac.
High Density Res. (0-15 du/ac)	0	96 ac.
Commercial	198 ac.	239 ac.
Business Park	0	293 ac.
Industrial (1)	154 ac.	147 ac.
Public/Institutional	867 ac.	932 ac.
Hillside Res. (0-1 du/5 ac)	0	1,400
Low Density Res. (0-5 du/ac)	78,100	72,600
Medium Density Res. (0-10 du/ac)	16,700	14,100
High Density Res. (0-15 du/ac)	0	6,600
Commercial	138,600	167,300
Business Park	0	46,700
Industrial (1)	7,900	7,500
Public/Institutional	4,300	320,900
TOTAL	245,600	320,000
DIFFERENCE	—	75,300

NOTES:

- (1) Includes "Sphere of Influence" areas.
- (2) Does not include 1,308 acres of open space and 760 acres of vacant land.
- (3) Does not include 107 acres of proposed freeway use and 970 acres of open space.

SOURCE: Weston Pringle and Associates.

COMMUNITY FACILITIES



Su
v2



COMMUNITY FACILITIES



La Verne's community facilities are a support system which permits everyday life and business to continue.

They include our water and sewer service, storm drains, schools and library system, plus some special facilities unique to La Verne, including Brackett Field and the University of La Verne. As the city grows, these support systems must keep pace with changing requirements if the quality of life in La Verne is to be preserved.

Sections A and D of the background report discuss the educational facilities and special land uses that constitute community facilities in La Verne.

Summary of Findings. La Verne has a variety of community facilities within its boundaries—facilities not every city has. These facilities include Brackett Field, a general aviation airport; the University of La Verne; and Metropolitan Water District (MWD) properties. In addition to these facilities, La Verne has City-owned properties, a public library, schools, sewers, storm drains and water. Police and fire facilities are addressed in the safety chapter.

The principal community facilities issues in La Verne are:

- City hall will need expansion by the year 2010.
- The existing water system is operating at or near capacity.
- The existing and future adequacy of the storm drain system should be examined. Concrete storm drains in La Verne are aesthetically unpleasing and do not permit aquifer recharge.
- The school system is at or beyond capacity, especially in North La Verne.

- La Verne's only library is not easily accessible from northern neighborhoods.
- The Metropolitan Water District land adjacent to Brackett Field represents a good opportunity for new business development.
- Brackett Field has little relationship to the rest of La Verne at present but is potentially both a point of interest and an attraction for new business.
- The University of La Verne is potentially a positive force in the revitalization of Lordsburg, but this potential has yet to be fully realized.
- Significant improvements will be necessary to provide adequate fire protection in developing hillside areas. These improvements may include the construction of a third fire station serving the northernmost reaches of the City, or any other alternatives.

■ ■ ■

Goals and Policies.

The following goals and policies were developed to address community facilities issues in the city.

ISSUE: City hall will require expansion by the year 2010.

- 1. GOAL:** Promote adequate working conditions for the efficient conduct of City business.

POLICY:

The City shall:

- 1.1** Include planning for city hall expansion in the capital improvements program.



Bonita High School opened in 1903 with 34 students. The curriculum: Latin, German, English, History, Math and Science prepared students for Berkeley entrance exams.



The Weymouth Filtration Plant, constructed in 1940 at Moreno and Gladstone, is one substation in the 392 mile aqueduct bringing water to Los Angeles from the Colorado River.



Bonita was the smallest high school in the 9 district Suburban Athletic League in 1908. Placing second in the Occidental College track meet earned them favorable comment in the Los Angeles Times.... quality is obviously out of proportion to quantity."

ISSUE: The existing water system is operating at or near capacity. New development or intensification of existing uses could adversely affect the City's ability to provide adequate service.

2. GOAL: Maintain a safe and adequate water supply system.

POLICIES:

The City shall:

- 2.1 Prohibit development in areas with inadequate water supply.
- 2.2 Continue to reduce nitrate contamination of city ground water.
- 2.3 Provide for water conservation for both public and private developments.
- 2.4 Prohibit extension of the water supply system to unincorporated areas unless those parcels annex to the city.

ISSUE: The existing and future adequacy of the storm drain system needs to be examined. Concrete storm drains in La Verne are aesthetically unpleasing and do not permit aquifer recharge.

ISSUE: Because of the need to route flood control channels either over or under a depressed freeway, storm drainage is a major factor affecting feasibility of a fully depressed freeway.

3. GOAL: A safe, attractive and environmentally sound system for handling stream runoff due to seasonal rainstorms.

POLICIES:

The City shall:

- 3.1 Set priorities for the most needed improvements to the water drainage system.
- 3.2 Ensure that improvements to the storm drainage system will be

designed to be aesthetically pleasing and permit aquifer recharge.

3.3 Require that the proposed freeway will be fully depressed with safe and efficient transport of flood waters over or under the right-of-way.

ISSUE: Schools in La Verne are operating at capacity. There is a shortage of schools in North La Verne.

4. GOAL: Quality education in an uncrowded environment at a neighborhood school for all children of La Verne. At buildout, the school district will have approximately 8,200 students*—3,300 elementary, 2,600 intermediate, and 2,300 high school.

POLICIES:

The City shall:

- 4.1 Discourage densities generating unusually large numbers of school age children in areas with severely overcrowded schools.
- 4.2 Require new developments to pay the full costs allowed by state law for schools needed to serve them, as follows:

▪ All actions which approve, allow, or modify standards for residential development shall be accompanied by documentation to establish impacts on the availability of elementary and secondary school facilities. All affected school agencies shall be contacted, as provided by the California Environmental Quality Act, during the preparation of this analysis.

▪ Prior to approval of any such actions, the applicant shall be required to mitigate school impacts to the full extent permitted by state law through land dedications, payment of fees, participation in a special assessment district, or any combination of the above.

* Assumes that 21% of the projected buildout population of 38,200 will be school age children. This is the same proportion of the current population that are school age children.

ISSUE: La Verne's only library is located behind City hall and is not easily accessible. In addition, the existing library facilities will not be sufficient to serve the projected 2010 population, particularly in North La Verne.

5. GOAL: An adequate and convenient library system.

POLICIES:

The City shall:

- 5.1 Encourage private libraries to allow some public access.
- 5.2 Cooperate with Los Angeles County to add needed library services and facilities.

ISSUE: The Metropolitan Water District will sell off an 84-acre parcel in South La Verne in the near future. A parcel of this size in this location represents a good opportunity to attract new quality business development to La Verne.

6. GOAL: Comprehensively planned development of this acreage for attractive, employment-generating business and industry.

POLICIES:

The City shall:

- 6.1 Study the acquisition of this parcel by the La Verne Redevelopment Agency.
- 6.2 Work closely with new owner (if the parcel cannot be acquired) to develop a land use plan which is consistent with goals and policies of the economic development chapter of the general plan.

ISSUE: Brackett Field has little relationship to the rest of La Verne. It is potentially both a point of interest and a land use which could attract new business activity.

7. GOAL: Better physical and functional integration of Brackett Field into La Verne.

POLICIES:

The City shall:

- 7.1 Review county plans for proposed improvements at Brackett Airport and report to the Board of Supervisors on consistency of proposals with the City's general plan.
- 7.2 Monitor the development and use of Brackett Field. The City shall oppose any additional development which is inconsistent with the City's general plan, applicable master plans, and the City's agreement with the County regarding development in and adjoining the airport.
- 7.3 Require payment of fees by airport developers for city services and facilities provided to the airport.
- 7.4 Require that all privately controlled, non-FCC required operation be reviewed by the City of La Verne prior to County approval. The City shall insist on sufficient notice and review time to permit adequate review of development plans.

ISSUE: The University of La Verne is the dominant land use in Lordsburg. Its students, faculty and visitors are potentially a positive force in the revitalization of downtown businesses, but this potential has yet to be realized.

8. GOAL: Better physical and functional integration of the University of La Verne into Oldtown.

POLICIES:

The City shall:

- 8.1 Maintain a supportive, "partnership" role between the City, merchants, and the University of La Verne which recognizes the University's role as a social, cultural and economic force in La Verne.



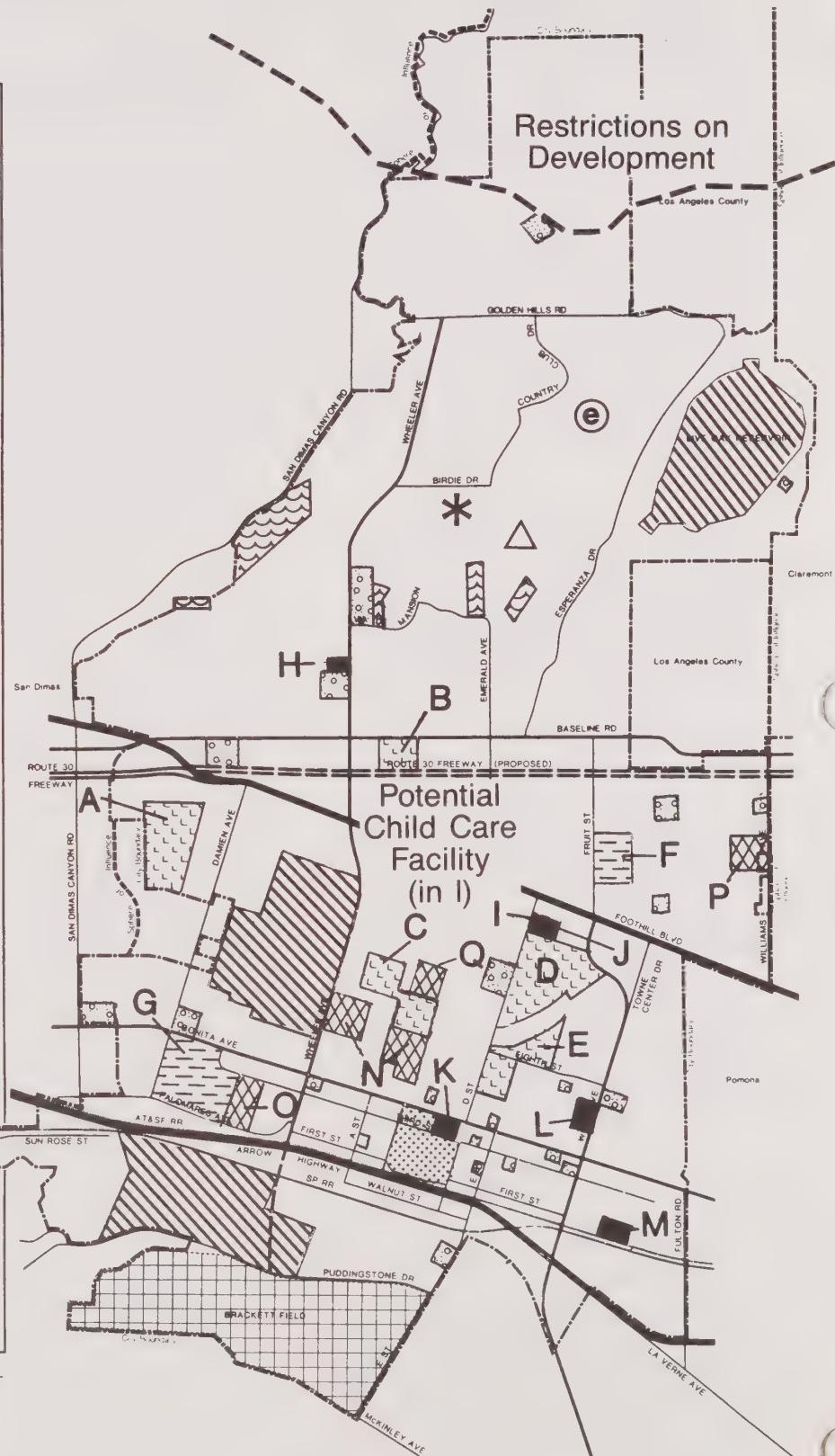
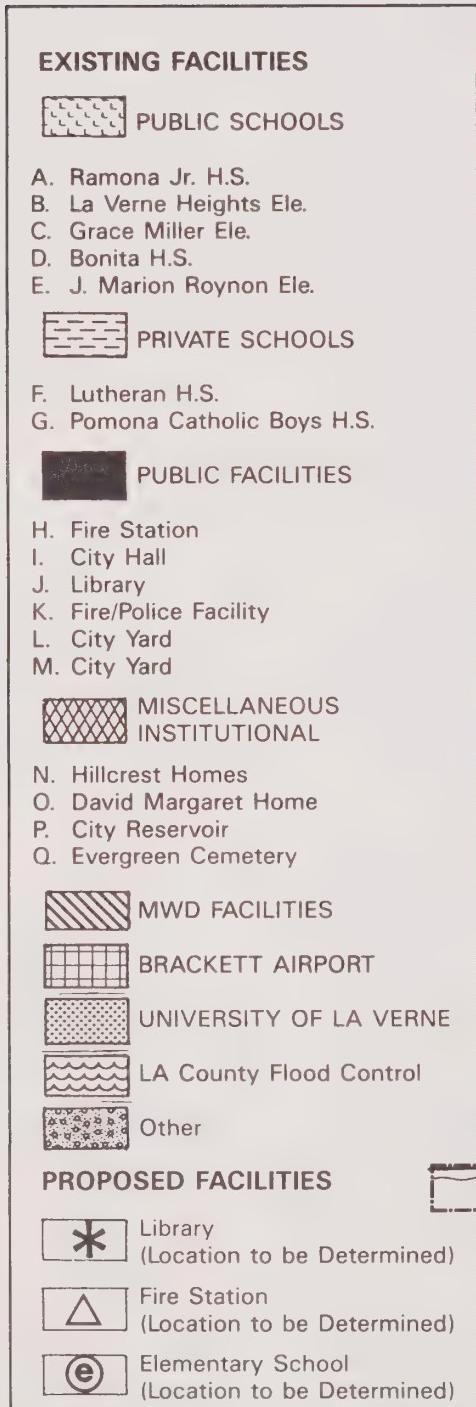
University of La Verne is one of La Verne's largest employers with a staff of 325.



Bonita High Football teams were well known during the 40's. Glenn Davis went on to gain national prominence and the Heisman trophy in 1946.

EXISTING AND PROPOSED COMMUNITY FACILITIES LAND USES

FIGURE CF-1



SOURCE: La Verne Community Development Department.



0 2000
SCALE FEET

NOTE: Sphere of Influence line subject to adjustment.

- 8.2** Encourage the university to relocate its bookstore into one of the buildings it owns downtown.
- 8.3** Work with the university to plan restoration of its downtown buildings.
- 8.4** Study the feasibility of street closures downtown to promote pedestrian flow between the university and the business district.
- 8.5** Require any expansion of the University of La Verne to sites with existing commercial facilities or to any properties designated for commercial use to be approved by the City Council.
- 8.6** Prohibit the conversion to institutional use of existing commercial properties designated for commercial use by this plan, except:
- (1) where specifically approved by the Council subject to a plan amendment or zone change; or
 - (2) as provided by Policy 8.5 above.
- 8.7** Require that new buildings constructed by the university are compatible with the architectural styles and materials of the original campus and Oldtown.

ISSUE: North La Verne in particular has a lack of community facilities such as libraries.

9. GOAL: The provision of more community facilities in North La Verne.

POLICIES:

The City shall:

- 9.1** Encourage developers of residential tracts to consider setting aside property or making donations to the City for community facilities.
- 9.2** Request that all developers of specific plans in the city provide city staff with an estimate of anticipated child care needs and any plans that the developer has to meet these needs.
(This will assist the City to develop a child care needs assessment.)

- 9.3** Establish mitigation measures with all new development sufficient to extend an adequate level of fire protection to North La Verne, consistent with the policies, funding and implementation measures in the land use and public safety chapters in this plan.
- ■ ■

Implementation Measures.

The City shall:

- 1. IMPLEMENTATION MEASURE:** Establish, by 1995, a comprehensive master capital improvements program incorporating the following range of public facilities:
- Public buildings
 - Water and sewer facilities
 - Street construction and maintenance
 - Other major capital investments necessary to sustain the city's development and operation.

The program shall include, at a minimum:

- (1) A revolving fund mechanism as determined appropriate by the Council;
- (2) An accounting system to the specifications of the City's finance officer;
- (3) A provision for annual review and comment by the Planning Commission; and
- (4) A system for establishing funding priorities.

- 2. IMPLEMENTATION MEASURE:** Incorporate water conservation measures into new city facilities. These measures shall include low volume toilets and gray water recycling systems.

- 3. IMPLEMENTATION MEASURE:** Require new developments and expansions of existing development to pay the full cost of water system improvements needed to serve them. New developments and expansions of existing development shall also be assessed a portion of citywide improvements based on the increased demand they generate.



There are 18 public and private schools within the city serving more than 8,000 students.

- 4. IMPLEMENTATION MEASURE:**
At elevations above 1780 feet, require new residential development to be supplied with their own private reservoirs and private pumping systems, a 100 to 300 foot greenbelt and fire sprinklers. Require that plans for such systems be reviewed by the Fire Department, which shall certify their adequacy before development is approved.
- 5. IMPLEMENTATION MEASURE:**
As part of the proposed capital improvements program, study the water system to determine where deficiencies exist and which components will require upgrading or replacement. Set priorities for needed improvements and fund them with developer fees. Require that parcels in unincorporated areas annex to the city before water service is extended.
- 6. IMPLEMENTATION MEASURE:**
Require all new development to be sewered rather than on septic tanks. Identify the primary sources of nitrate contamination. If these sources are private septic systems, require their conversion to sewer if any building permits on the property are requested. Explore alternative types of fertilizer and less harmful means of application with agriculture and commercial users. Require that parcels in unincorporated areas annex to the city before sewer service is extended.
- 7. IMPLEMENTATION MEASURE:**
Require water conservation measures in design of new development, including drought-tolerant landscaping and low volume toilets.
- 8. IMPLEMENTATION MEASURE:**
In cooperation with the Los Angeles County Flood Control District, continue to evaluate the adequacy of the storm drain system.
- 9. IMPLEMENTATION MEASURE:**
As part of the capital improvements program, determine which components of the city-maintained storm drain system will require upgrading or replacement. Needed improvements will be made in the order of their priority and funding sources will be identified.
- 10. IMPLEMENTATION MEASURE:**
Prevent new residential development in areas with severe overcrowding until the site for a new elementary school is secured and financing of construction is assured.
- 11. IMPLEMENTATION MEASURE:**
In cooperation with the Bonita School District, enter into City/District joint participation in site acquisition and construction of a new elementary school for North La Verne.
- 12. IMPLEMENTATION MEASURE:**
In connection with *Mira v. San Diego* (1989), establish an environmental mitigation program to relieve school overcrowding and facilities impacts at both the primary and secondary levels.

This program will accompany all legislative actions covered by *Mira* (in the absence of any change in State law which renders the decision invalid). The mitigation program may include, but shall not be limited to:

 - Payment of fees or other means of assessment necessary to secure facilities;
 - Dedication of land or buildings to the satisfaction of the Bonita Unified School District;
 - Other means to secure the applicant's proportional share of the burden for providing educational facilities.
- 13. IMPLEMENTATION MEASURE:**
Work with the county to conduct a library needs assessment in La Verne. The needs assessment may include information on current library use and additional services needed.
- 14. IMPLEMENTATION MEASURE:**
Cooperate with county library staff to develop after school programs for children of working parents.
- 15. IMPLEMENTATION MEASURE:**
Plan appropriate areas for directional signs to Brackett Field along the following streets: Puddingstone Drive,

- Arrow Highway and the intersection of Foothill Boulevard and Wheeler Avenue. All signs shall be in conformance with the community design chapter.
- 16. IMPLEMENTATION MEASURE:**
Encourage the County to designate a viewing area at Brackett Field where takeoffs and landings can be observed.
- 17. IMPLEMENTATION MEASURE:**
Conduct a child care needs assessment using information supplied by a survey of city residents and employees. The assessment shall address options for design, location, funding and operation; in addition, it shall include an analysis of both the City's and Bonita Unified School District's potential roles as providers of child care service.



HOUSING





HOUSING

La Verne is first and foremost a community of homes. Housing consumes more acres than any other kind of land use. The maintenance and upkeep of our city's homes and neighborhoods is a matter of primary importance. In addition to our own concerns about housing stock and housing quality, the State requires cities to address the specific housing needs of people whose requirements are often overlooked by conventional residential development—the elderly, the handicapped, low and moderate income families, overcrowded families. This chapter is therefore particularly concerned with housing for those people whose needs are hardest to fulfill. The housing chapter should identify the number and type of households in need and discuss ways in which these households can be assisted.

Summary of Findings. Based on information contained in the background report, the major housing issues in La Verne are:

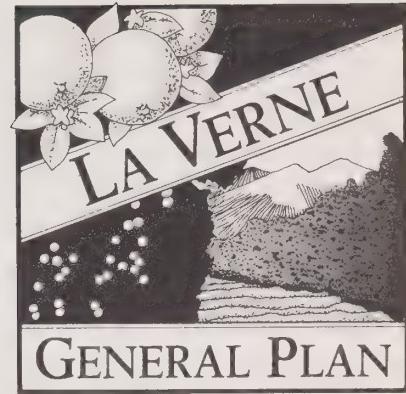
- Although most of La Verne's housing is recently constructed, there is a substantial inventory of older homes which need maintenance and preservation.
- New homes in La Verne are beyond the reach of low and moderate income households, but there is affordable housing in mobile homes and smaller homes in the older sections of town.
- There is a shortage of vacant land suitable for new residential development.
- La Verne has a concentration of households with special needs, in particular the elderly.

- Between 1988 and 1994, La Verne must provide 137 very low, 163 low, and 181 moderate income housing units (see Table H-8).

Households that are most likely to need assistance with locating and paying for adequate housing are low and moderate income households, the elderly, the handicapped and overcrowded families. Of the low income households that earned less than \$10,000 in 1980, 80 percent were paying more than 30 percent of their income for housing. Renters are also vulnerable to rent increases that further affect their ability to pay for adequate housing. Slightly over one-third of all households in 1980 had a head of household over 65, a little over 10 percent had a handicapped member of the household, and approximately three percent of all households were considered overcrowded. These types of households are called "special needs" households. Some also fall into the low and moderate income categories.

There are two types of housing need to be considered in the housing chapter—existing need and future need. Existing need is defined as those households currently living in La Verne which may need assistance finding housing that is appropriate to their needs and income. Future need is the number of housing units for all income brackets that will be needed over the next five years.

The background report provided information on existing housing need in La Verne. This information is summarized on the following pages.





Corridor, Lordsburg and South La Verne Planning Areas (Areas 5, 7 and 8).

Assessment of Existing Housing Needs

■ Number of Existing Households and Housing Units

Table H-1 shows the number of households and housing units in La Verne in 1970, 1980 and 1985. The city grew rapidly between 1970 and 1980, roughly doubling in size. The city has grown considerably since the 1980 census as well, but the census provides the most detailed information available for a reliable assessment of local housing needs.

■ Affordability: Level of Payment and Ability to Pay

Figure H-1 shows income distribution by census tract in La Verne, and Figure H-2 shows a map of the city with the location of the census tracts. Income levels vary widely from one census tract to another in La Verne. There is a concentration of low and very low income households in census tracts 4015 and 4016, which include most of the city south of Foothill Boulevard and are roughly comparable to the Foothill

To some extent, the number of low income households in these areas may be inflated due to the proximity of the University of La Verne. Student incomes are traditionally low, but scholarships and parental support are not included in reported income. Nevertheless, 91 percent of all low and very low income households in La Verne live in census tracts 4015 and 4016. Analysis of local conditions within these census tracts suggests that low and very low income households are located primarily in the Lordsburg and South La Verne neighborhoods (Areas 7 and 8).

Table H-2 shows housing expenditures as a percentage of income. In general a low income household should not pay more than 25 percent or 30 percent of its income for shelter. However, overpayment by owners is not considered as serious as overpayment by renters. Table H-2 shows that in 1980 over 80 percent of all renter households earning less than \$10,000 were paying over 30 percent of their income for housing, and 92 percent of them were paying over 25 percent of their income for a

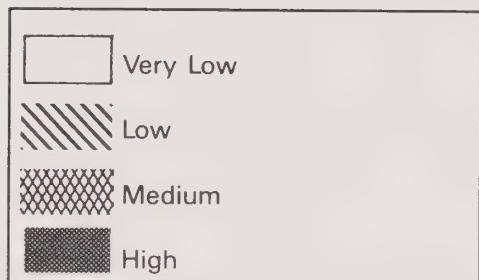
Table H-1
Existing Population and Housing Units in La Verne

	1970	1980	1985
Population	12,965	23,508	26,561
Families	3,268	6,381	
1 Person	667	1,662	
Total Households	3,935	8,383	
Average Household Size	3.29	2.80	2.76
Housing Units			
SF Detached	2,838	5,071	
SF Attached	154	549	
Duplex	133	161	
3-4 units	250	608	
5 or more	118	792	
Mobile Homes	638	1,521	
Total Units	4,131	8,702	9,635

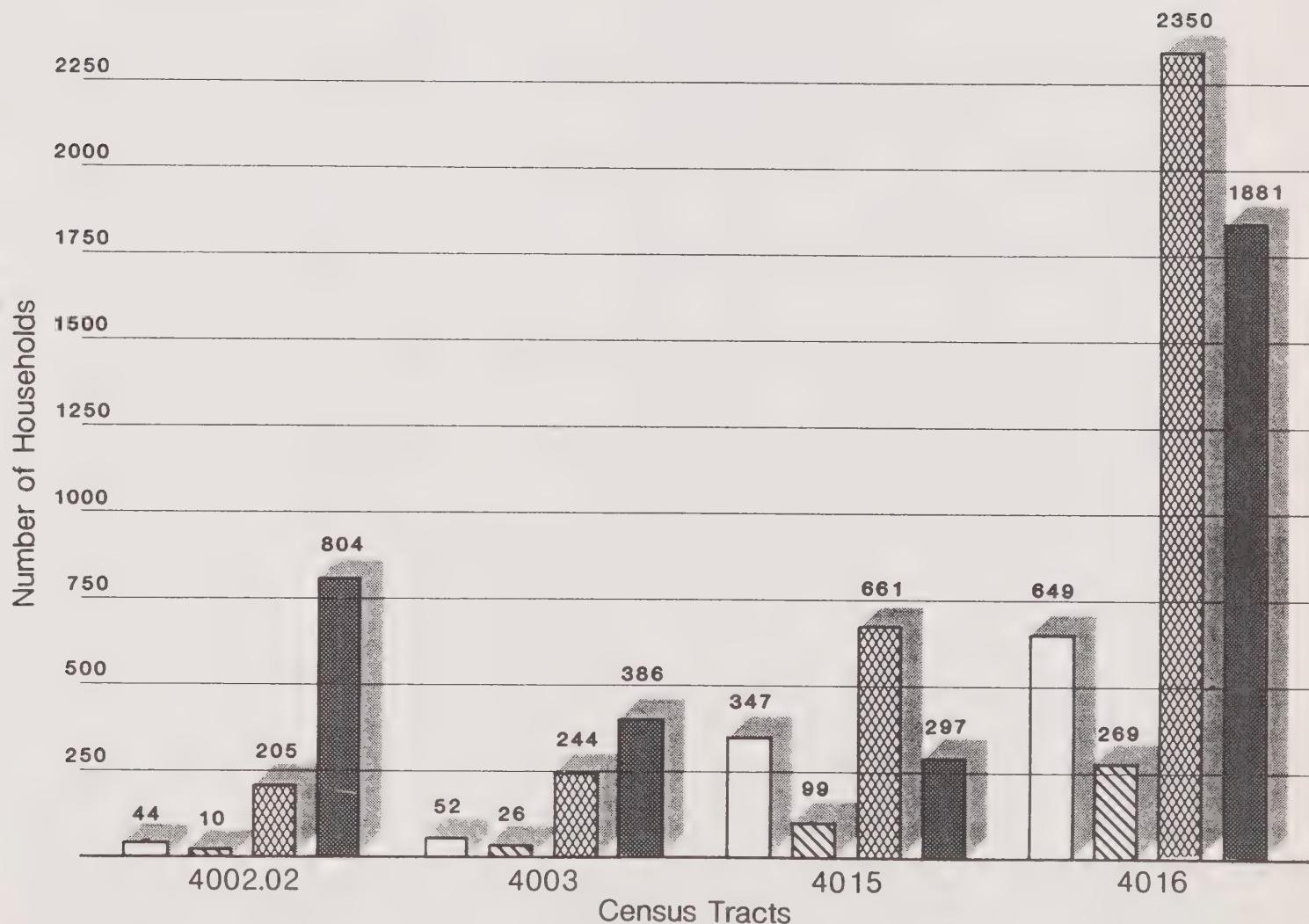
SOURCE: 1970, 1980 Census of Population and Housing California State Department of Finance (1985 figures)

1980 HOUSEHOLD INCOME CHARACTERISTICS

FIGURE H-1



SOURCE: 1980 U.S. Census.



place to live. These households need help with paying for their housing. Of the 8,700 housing units in La Verne in 1980, approximately 25 percent were renter-occupied. Some of these households have special needs (i.e., are elderly, single-parent, or have a disabled member) and may need rental assistance.

Table H-3 compares median housing costs with median income for La Verne and the region in 1980.

Federal standards suggest that a household can afford to buy a home worth up to three times its yearly income. Under this guideline, a household earning the 1980 median

Table H-2
Housing Expenditures as Percentage of Income—1980

Income/Cost	1980		
	Renter		Owner
Less than \$10,000	702		374
Spent less than 15.0%	0	0.0%	65 17.4%
Spent 15.0–24.0%	19	2.7%	75 20.0%
Spent 25.0–29.0%	78	11.1%	36 9.6%
Spent 30.0% or more	569	81.1%	136 36.4%
\$10,000–\$19,000	852		737
Spent less than 15.0%	68	8.0%	260 35.3%
Spent 15.0–24.0%	255	29.9%	140 19.0%
Spent 25.0–29.0%	172	20.2%	28 3.8%
Spent 30.0% or more	323	37.9%	302 41.0%
\$20,000 or more	614		2,939
Spent less than 15.0%	196	31.9%	1,142 38.9%
Spent 15.0–24.0%	349	56.8%	962 32.7%
Spent 25.0–29.0%	64	10.4%	260 8.8%
Spent 30.0% or more	5	0.8%	565 19.2%

Note: The columns do not sum to the total number of households because those who paid no cash rent are not included, nor are condominium owners.

SOURCE: 1980 U.S. Census

Table H-3
Median Income and Median Housing Costs

Jurisdiction	Median Income	Median Value	Median Rent
La Verne	\$21,299	\$ 91,900	\$311
Claremont	26,867	102,900	275
San Dimas	25,285	94,100	344
Pomona	15,392	58,700	224
Los Angeles County	\$17,551	\$ 87,400	\$244

SOURCE: 1980 U.S. Census

income (\$21,299) could not afford to purchase the median priced house (\$91,900) in La Verne. However, households earning the 1980 median income could afford the median rent of \$311 without spending more than 30 percent of their income. For those earning less than \$10,000 per year, however, the median rent was out of range and not affordable.

Within La Verne, however, there is great fluctuation in housing costs around the median. After adjusting the median income level from the census upward to 1984-1985 levels (\$27,837), median income households would be able to afford the lower priced condominiums that sold in 1984-1985. Thus, low and moderate income households are not totally priced out of the housing market in La Verne. New units being built, however, are well beyond the price range of the median income household.

■ Special Needs

Households with special needs are often those who have the hardest time finding a suitable place to live. The State has de-

fined special needs to include overcrowding (more than one person per room), large families, farm workers, the elderly, handicapped, families headed by women and the homeless. Some households may be included in more than one category. For example, many of them are likely to be included in the low and very low income households described previously. Table H-4 documents special housing needs in La Verne of all but farm workers and the homeless, and each group is described following the table.

Elderly—Over one-third of the households in La Verne are headed by someone over 65. The elderly population is concentrated in census tracts 4015 and 4016, and in particular in the Lordsburg planning area (Area 7). Many seniors live alone in mobile home parks along Arrow Highway or in Hillcrest Homes. These mobile home residents are likely to need assistance with home maintenance problems and are also likely to be disabled in some way.

Handicapped—About one household in ten in La Verne has at least one member

Table H-4
Households with Special Needs by Census Tracts

Household Type	4002.02	4003	4015	4016	9300	City Total
Total Households	1,063	708	1,404	5,149	—	8,324 100.0%
Large Households (5+ members)	266	128	147	472	—	973 11.6%
Female Head	50	35	138	470	—	693 8.3%
Elderly (65+)	98	38	664	2,077	—	2,877 34.5%
Overcrowded (1.01+ per room)	12	24	108	128	—	272 3.3%
Handicapped ¹	84	50	150	577	—	861 10.3%

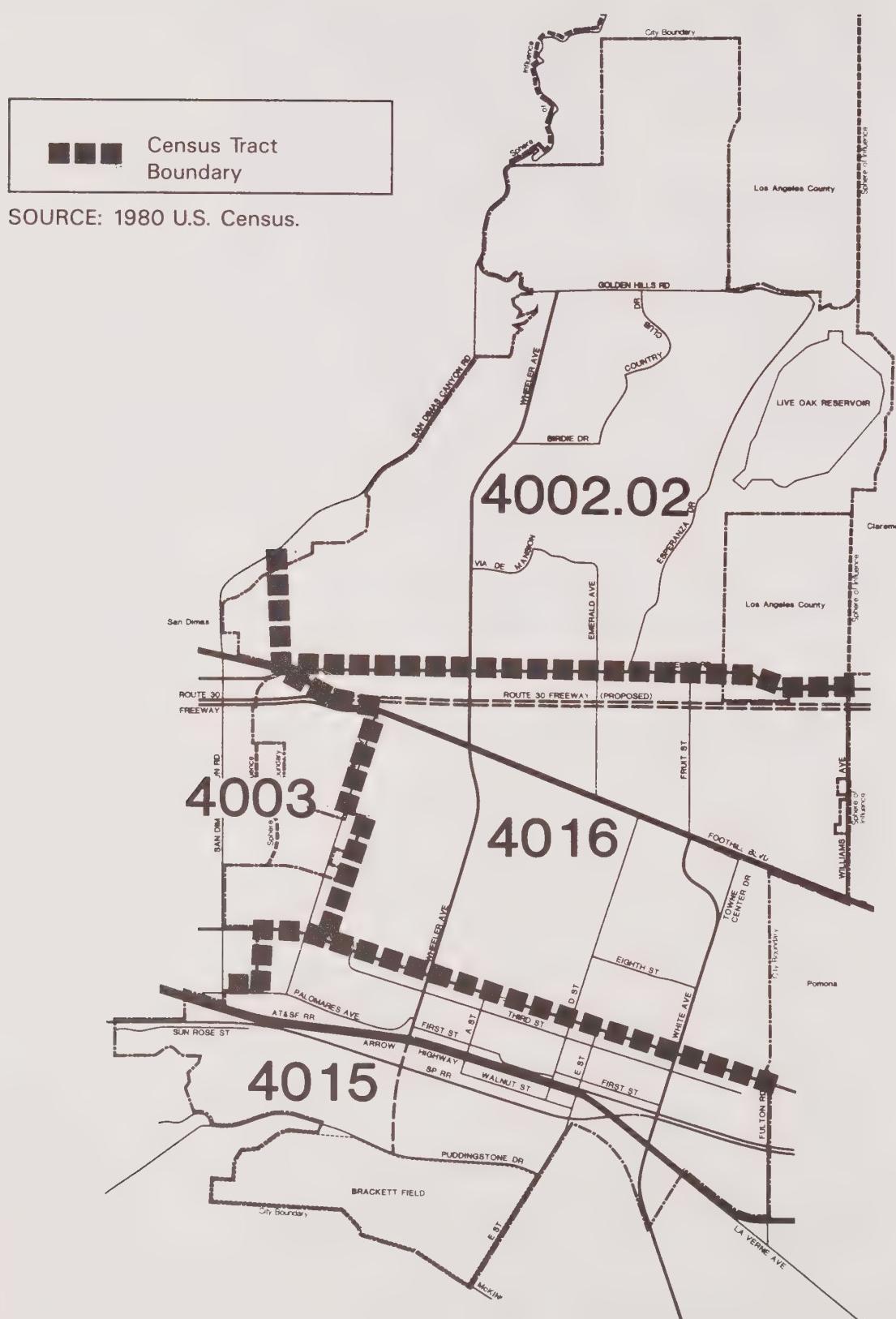
¹ The definition of a handicapped household includes all those with at least one member having a work or housework disability. Some of these disabilities will not necessitate modifications to the housing, but many will.

Note: Some households may fall into more than one category. For example, some elderly households may include a handicapped member. Some large families may be headed by a woman.

SOURCE: U.S. Census, California Department of Rehabilitation

LA VERNE CENSUS TRACTS

FIGURE H-2



SOURCE: 1980 U.S. Census.



0 2000
SCALE FEET

NOTE: Sphere of Influence line subject to adjustment.

who is handicapped. However, not all of these households will require modifications to their dwelling units or other forms of assistance. Handicapped households are concentrated in Census tract 4016.

Large Households/Overcrowding—

There are just under 1,000 households in La Verne with five or more members (about 11.6% of all households). However, not all of these households have special needs. Other statistics describing the city population, in particular the preponderance of families with children and the predominance of single-family dwelling units indicate that most of the large households are likely to be nuclear families with three children. These are households whose needs can be met through the conventional housing market.

This conclusion is supported by the data on overcrowding. In most portions of La Verne, the ratio of overcrowded households to large households (those most likely to be overcrowded) is very small. The only exception is census tract 4015, which includes most of South La Verne (Area 8). In this area, the ratio of overcrowded households to large households is 73 percent.

Female Head of Household—Just over eight percent of the households in La Verne are headed by women (693 households). These households are concentrated in census tract 4016. Of the households headed by women, 106 (15.3%) were below poverty level in 1980. Almost 57 percent of these were single parent households, women with children. The remaining households (women without children) are likely to be impoverished elderly women living alone.

Farm workers—The Southern California Association of Governments (SCAG) has prepared a Regional Housing Allocation Model (RHAM) which indicates that La Verne has 22 low income farm worker households. The loss of the citrus groves and packing industry has left few agricultural jobs in the City. There are no longer migrant farm workers in La Verne who need housing during the harvest. The farm worker households identified by SCAG are

undoubtedly employed by one of the large ornamental nurseries in town.

Homeless—There is no data from the 1980 Census about homelessness in La Verne. Public and private social welfare organizations which serve our community indicate that most "homelessness" in La Verne is best defined as temporary displacement—the result of job layoff, eviction, or family disputes. These agencies estimate that at most 100 people per year fall into this category. The resources of these private agencies appear adequate to handle this type of homelessness in La Verne in the future.

The City has a number of housing programs designed to address the needs of the above mentioned groups. These programs include rehabilitation of existing units; permitting mobile homes on single-family lots; mobile home rent control; second unit and condo conversion ordinances; Section 8 housing and counseling and assistance in discrimination disputes. Table H-7 provides a summary of these programs.

In addition to these housing programs, this chapter also contains goals and policies for preservation of La Verne's housing and neighborhoods; the provision of adequate housing for all economic segments of the community; provision of adequate sites for housing; and equal access to housing regardless of race, sex, national origin, physical or marital status.

▪ Housing Stock Conditions

La Verne is fortunate to have a large inventory of recently-constructed homes in good condition. Over half the city's housing units were built after 1970. However, a substantial portion (1,035 units or nearly 11 percent of the housing stock) was built before 1950, and most of these were built before 1940. Housing of this vintage frequently requires major maintenance or improvement. Included in this inventory of aged housing are most of the homes in Oldtown (Area 7). This is the location of the original Lordsburg settlement, the historic center of La Verne.

Although the Lordsburg community has the greatest concentration of older homes

in the City, the condition of these houses is generally good. However, there are areas of dilapidated housing in La Verne. Based on 1980 census information and the *Urban County Housing Assistance Plan*, it was estimated that 61 homes in La Verne are in need of repair or replacement. Low and moderate income households occupied 21 of these units, and 25 were renter-occupied. In an effort to update this information for the general plan, a follow-up survey was conducted. This survey identified only 42 deteriorated units, including 20 which would likely require replacement. The majority of these units are located in South La Verne (Area 8).

Assessment of Future Housing Need

Table H-5 shows dwelling unit projections based on the development capacity of the land use portion of the general plan.

The updated SCAG Regional Housing Needs Assessment (RHNA) has estimated that La Verne's share of county needs is 930 units between 1988 and 1994, or approximately 186 units per year. The RHNA has been included at the end of this section.

Table H-6 shows the residential development capacity of vacant land in the city. As shown in Table H-6, an additional 693 units could be built. Most of these units will be for those households in the upper income group. New dwelling units for those

households in the very low to moderate income groups will be obtained through mixed-use development in Lordsburg, through the City's density bonus program, and through the construction of second units on single-family lots. However, La Verne may not be able to meet the goals of the RHNA of 481 new dwelling units for very low to moderate income households. An estimated 200 dwelling units could be constructed over the five-year period for these income groups—50 second units, 100 units through mixed-use projects in Lordsburg, and 50 units through the density bonus program.

Existing and Potential Sites for Housing

The location and condition of remaining vacant residential land places a significant limitation on La Verne's ability to accommodate its share of County housing needs. As Table H-6 reflects, much of this land is in hillside locations, with many development limitations. Due to slope instability, access problems, lack of water and sewer service, and drainage problems, whatever development does occur here must be low density (less than one unit per acre in many instances) and is likely to be expensive because of the cost of improvements.

The route of the Foothill Freeway through La Verne will consume a great deal of land which might otherwise be suitable for

**Table H-5
La Verne Housing Capacity**

Residential Density	Dwelling Units 1980	General Plan Dwelling Unit Capacity			
		Acres	Average Density	Total Units	Net Addition
Low Density SF (0-5)	5,620	2,728	4/ac	10,910	5,290
Medium Density (5-10)	770	126	8/ac	1,010	240
Mobile Homes	1,520	172	9/ac	1,570	50
High Density (10-15)	790	80	12/ac	960	170
Total	8,700	3,106	4.65/ac	14,450	5,750

SOURCE: Cotton/Beland/Associates, Inc.

development, both for housing and for other uses. Many vacant commercial and industrial sites are not suitable for residential use due to noise, traffic and proximity to Brackett Field and the Pomona Fairgrounds. In addition, in today's municipal finance climate, it would be fiscally irresponsible for La Verne to completely devote potentially revenue-producing commercial and industrial lands to residential use. Mixed-use planned developments which incorporate some higher density residential development with commercial and industrial uses may, however, be feasible. The City intends to allow and encourage mixed-use (residential and commercial) in Lordsburg, increasing the potential for additional housing units in La Verne. As indicated in Table H-6, the total number of new units that could be constructed on vacant land is 693. Additional dwelling units could be attained through encouragement of mixed-use development in the Lordsburg area. Figure

H-3 shows the general location of existing vacant land uses.

■ Construction of New Housing

City land use controls constitute a wise constraint on the development of new housing. They do, however, make it difficult for developers to construct new units which are affordable to low and moderate income households. Because much remaining vacant residential land in La Verne is hillside property with significant environmental problems, city review of new development proposals is likely to be lengthy. The time from first application to issuance of an occupancy permit can be as long as 18 months, a time period similar to that in neighboring cities. To give developers greater design flexibility, the City typically requires a specific plan for hillside development. City fees average approximately \$3,000 per unit, or less than three percent

Table H-6
Capacity of Vacant Acreage by General Plan
Land Use Designation

Land Use Designation	Vacant Acreage	Dwelling Unit Capacity
Hillside (0-2 du/a.)(1)	260	260(2)
Low Density (0-5 du/a.)	59	148(2)
Medium Density (0-10 du/a.)	21	210
High Density (0-15 du/a.)	5	75
Commercial	264	—
Industrial	36	—
Community Facility	12	—
Open Space	43	—
Freeway	61	—
TOTAL	761	693

- (1) Includes land to be annexed at a later date.
- (2) Because of constraints such as hillsides, fire hazards, and flooding, the midpoint of the density range was used as a more realistic reflection of maximum capacity.

SOURCE: Cotton/Beland/Associates

EXISTING VACANT LAND

FIGURE H-3



0 2000
SCALE FEET

NOTE: Sphere of Influence line subject to adjustment.

of the average sales price. The City does permit placement of manufactured housing or mobile homes on single-family residential lots. However, the cost of land in La Verne is high enough that no developer or private party has yet done so.

■ Preservation of Existing Housing

Because of the difficulty in constructing new affordable housing in La Verne, the City has focused on retaining both the quality and the quantity of its inventory of existing affordable housing. La Verne currently has two federally-assisted housing developments: a 96-unit apartment (Section 236) called La Verne Terrace and a 140-unit (Section 8) senior citizen complex, Canyon Terrace. La Verne's mobile home park conversion and rent control ordinance also serves to preserve affordable housing in the mobile home parks, which contain a total of 1,500 units.

To preserve the supply of affordable rental housing, La Verne passed a condominium conversion ordinance, and by initiative adopted a mobile home rent control ordinance. Mobile homes are a major affordable housing resource for senior citizens. In addition, the City permits construction of a second unit on single-family lots for occupancy by seniors.

To preserve the soundness of existing single-family homes, La Verne uses Community Development Block Grant (CDBG) funds and redevelopment tax increment funds to finance low interest loans and emergency repair grants to lower income homeowners. Beginning in 1988, La Verne will also provide funding for repair of rental housing units.

Table H-7
Summary of Housing Programs
from Previous Element—1985 through 1988

Program	Description	Number of Units Assisted
1. Low Interest Loan Program/ Deferred Payment Program	Below market rate loans for rehabilitation to low-moderate income households with an option to repay upon transfer of ownership of property for low-moderate income households.	25-35
2. Home Rehab Grants	Grants for minor repairs for low-moderate income households	130-170
3. Rental Assistance	Section 8 Certificate program, Section 8 new construction	8 households
4. Revisions to Zoning Ordinance	Allow for manufactured housing, regulate condominium conversions, provide for a mix of residential densities and housing types on one site, allow second units, and other measures to increase the housing stock	unknown

SOURCE: City of La Verne Housing Element, 1985. La Verne Community Development Department.

Opportunities for Energy Conservation in Residential Development

In order to encourage the use of solar energy, the City does not allow one residential unit to block the potential for the use of solar energy by another. The City has a solar design ordinance that requires passive solar heating in all subdivisions; and actively enforces *Title 24, State of California Energy Construction Standards*. To promote conservation of electricity, Southern California Edison provides free energy audits and conservation programs to residents.

Review of Previous Housing Element

The last update of the Housing Element was in 1985. The State Department of Housing and Community Development (HCD) requires that La Verne review the previous element and evaluate its "appropriateness, effectiveness, and progress in implementation."

In 1985, the City's housing assistance plan identified 978 households in need of some type of assistance such as rental subsidies and rehabilitation loans or grants. The table below lists the programs that were implemented by the City to address the needs of the 978 households.

In addition to the above programs during the previous five years, La Verne instituted a rent control/conversion ordinance for mobile home parks and an ordinance regulating condominium conversions. The number of affordable units that have been retained due to these ordinances is not known, but there have been no mobile home park or condominium conversions since these ordinances have been enacted. In addition, rent increases in mobile home parks have been considered reasonable. La Verne has over 1,500 mobile homes—a significant affordable housing resource.

Constraints on the Development of Housing in La Verne.

As indicated on page H-11, City land use controls are a constraint on the development of affordable housing. Much remaining vacant residentially-zoned land in

La Verne is in the hillside areas with significant environmental constraints such as steep slopes, fire hazards, flooding and mudslide hazards. Building to mitigate these hazards and to preserve as much of the terrain as possible drives up the cost of development in these areas.

Fees for residential development in La Verne average approximately \$3,000 per unit (not including plan check or permit fees). The time from first application to issuance of an occupancy permit can be as long as 18 months, a time period comparable to neighboring cities.

Residential land use designations in the city provide for a range of housing types. Allowable densities range from 0-2 units per acre in the single-family zone, to up to 15 units per acre in the high density multiple-family zone. Most of the land in the city is designated and used for single-family homes.

La Verne has an active building code enforcement program. The home repair loan and grant program assists low- and moderate-income homeowners identified through the code enforcement program whose homes are in need of repair.

Nongovernmental constraints also contribute to the difficulty of obtaining affordable housing. Construction costs for a wood frame single-family house of average to good quality range from \$40 to \$55 per square foot. Land costs in La Verne have risen over the last few years due to the dwindling supply of vacant land and the general desirability of the area. The cost of a residential lot is \$100,000-\$300,000 in the northern part of the city and \$60,000+ in the southern portion.

The cost of financing has an impact on a household's ability to pay for adequate housing as well. Interest rates have decreased since the early 1980s, but most conventional financing now is variable rate. An increase in the variable interest rate may put many households in the position of overpaying for housing (i.e., paying more than 30% of their gross monthly income for housing). Economists predict that

interest rates will rise over the next few years, making it difficult for first time buyers to qualify for loans.

■ ■ ■

Goals and Policies.

The following goals and policies were developed to address housing issues in the city. Figure H-4 shows target areas for housing programs and a mixed-use overlay on the Foothill Corridor.

ISSUE: La Verne is primarily a residential community. Most of the homes were built after 1970. A substantial percentage, however, were constructed before 1950, and most of those were built before 1940.

1. GOAL: Preserve La Verne's housing and neighborhoods.

POLICIES:

The City shall:

- 1.1 Maintain a strong code enforcement program.
- 1.2 Develop a property maintenance ordinance.
- 1.3 Enact an occupancy procedure requiring pre-sale code inspection and compliance before title to the property is transferred.
- 1.4 Use Community Development Block Grant and redevelopment tax increment funds to provide below market interest rate loans and grants to lower income households to repair and upgrade their homes.
- 1.5 Expand the residential rehabilitation program to include loans for repair of rental properties. Increase the number of households assisted by 25% more than the last five years.
- 1.6 Expand the residential rehabilitation program to include a tool bank and expert advisors for homeowners who want to do the repair work themselves. Increase the number of house-

holds assisted by 25 percent more than the last five years.

- 1.7 Provide specialized assistance on the repair and maintenance of mobile homes.

2. GOAL: Promote the historic preservation of homes and other structures that are part of La Verne's past.

POLICIES:

The City shall:

- 2.1 Designate Lordsburg (Area 7) and South La Verne (Area 8) as target neighborhoods for concentrated housing rehabilitation assistance under the programs in Policies 1.4 and 1.5 above.
- 2.2 As part of an historic preservation ordinance, prepare guidelines and standards to assist property owners in historic neighborhoods to repair and renovate their homes in an historically and architecturally sensitive manner.

ISSUE: The cost of new housing in La Verne is so high that low and moderate income households cannot afford to buy or rent new homes in the city. Existing affordable housing includes mobile homes and smaller homes in the older sections of the city.

3. GOAL: Maintain a balance of housing types and price levels to meet the needs of all residents of the community.

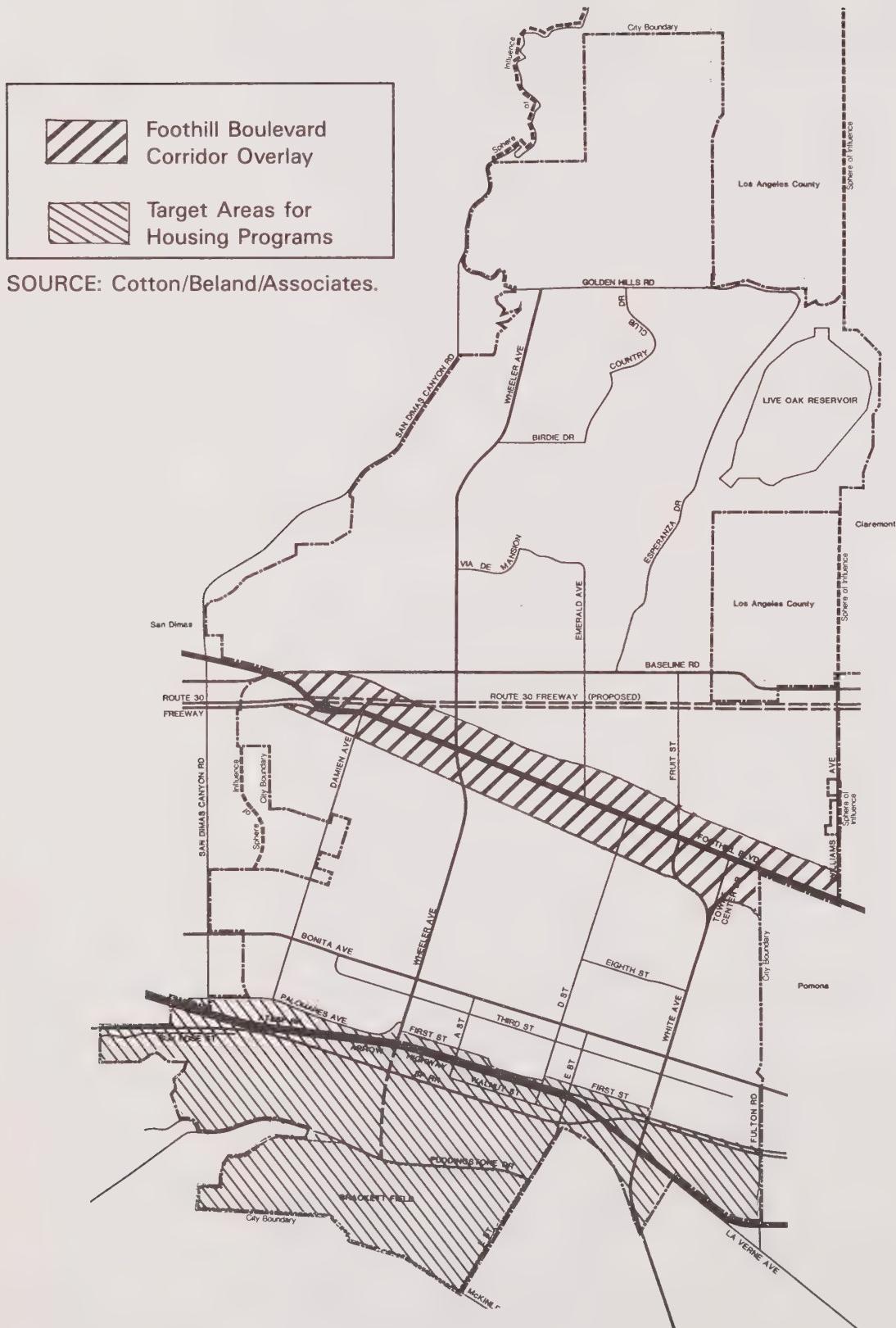
POLICIES:

The City shall:

- 3.1 Retain existing mobile home parks in La Verne.
- 3.2 Continue to enforce provisions of the ordinance limiting conversion of apartments to condominiums.
- 3.3 Increase the chances of home ownership for low and moderate income households through a "sweat equity" program in which the participants pay their share of housing costs by helping to construct new houses.

HOUSING POLICY MAP

FIGURE H-4



SOURCE: Cotton/Beland/Associates.



SCALE FEET

NOTE: Sphere of Influence line subject to adjustment.

- 3.4** Preserve senior occupancy mobile home parks in La Verne.
 - 3.5** Support the role of Hillcrest Homes in providing for the housing needs of senior citizens.
 - 3.6** Require that all new projects for senior citizens and the disabled have designers and operators experienced in serving these groups.
- 4. GOAL: Adequate provision of housing for all economic segments of the community.**

POLICIES:

The City shall:

- 4.1** Continue housing programs shown in Table H-8.
- 4.2** Cooperate with the Los Angeles County Community Development Commission, the U.S. Department of Housing and Urban Development and nonprofit organizations seeking to expand the supply of affordable housing.
- 4.3** Encourage private lenders to provide alternative financing methods to make home ownership available to a greater number of households.
- 4.4** Continue participation in the Section 8 Existing Housing Rental Assistance program, under contract with the Los Angeles County Housing Authority. Currently, there are eight households receiving assistance in La Verne.
- 4.5** Encourage innovative housing types that will help meet the city's "fair share" of low- and moderate-income housing.
- 4.6** Encourage the use of single family dwelling units as a source of affordable rental stock.

will consume a great deal of land which might be suitable for residential and other types of development.

- 5. GOAL: To provide adequate sites to meet the community's housing goals.**

POLICIES:

The City shall:

- 5.1** Prohibit housing development on land which is environmentally unsuitable.
- 5.2** Through density bonuses and fee reductions, encourage inclusion of affordable housing in mixed-use planned developments.
- 5.3** Target the Lordsburg area (Area 7) for higher density mixed commercial and small scale rental residential development in order to provide increased housing sites for the elderly and handicapped.

ISSUE: Households with special needs often have the hardest time finding an adequate place to live. La Verne has significant populations of the following special needs groups: the elderly, the handicapped and low income households headed by women (with and without children). Although not a large special needs group in La Verne, the homeless are in need of assistance as well.

- 6. GOAL: Equal access to housing regardless of race, sex, national origin, physical or marital status.**

POLICIES:

The City shall:

- 6.1** Encourage use of barrier-free architecture in new housing development.
- 6.2** Support the efforts of nonprofit organizations providing information, counseling and arbitration on fair housing laws and landlord-tenant laws.
- 6.3** Encourage construction of second units for elderly housing in La Verne.

ISSUE: Existing vacant residential land is located primarily in hillside areas with significant environmental constraints. Large parcels of vacant property in La Verne are reserved for future industrial and commercial development. The proposed route of the Foothill Freeway

- 6.4** Combat discrimination and red-lining practices in mortgage lending and insurance underwriting.
 - 6.5** Support local, nonprofit agencies near La Verne that serve the homeless.
 - 6.6** Consider allowing shelters, counseling centers and other services for the homeless to operate in La Verne with a conditional use permit.
 - 6.7** Support and encourage sweat equity and limited equity cooperative housing programs.
- ■ ■

Implementation Measures

The City shall:

- 1. IMPLEMENTATION MEASURE:** Where named as the responsible agency, continue the housing programs described in Table H-8. These programs will be used to attain the

Regional Housing Needs Assessment (RHNA) goals for future housing needs. (The RHNA goals for new units are shown in Table H-9).

- 2. IMPLEMENTATION MEASURE:** Enact property maintenance and occupancy ordinances.
- 3. IMPLEMENTATION MEASURE:** Allocate staff time to implement the property maintenance and occupancy ordinances and maintain an effective code enforcement program.
- 4. IMPLEMENTATION MEASURE:** Allocate additional staff time to expand the residential rehabilitation program to include a tool bank; rehabilitation advisers; loans for repair of rental properties; and repair/rehab assistance for mobile homes.
- 5. IMPLEMENTATION MEASURE:** Enact restrictions on subdivision of mobile home parks.

Table H-8
Summary of Housing Programs

Program	Funding	Responsible Agency	Time-Frame	Accomplishments	5 Year Projections
1. Housing Rehab	CDBG, redevelopment	Community Development	ongoing	20-25 loans 130-170 grants	20-25 loans 130-170 grants
2. Rental Rehab	CDBG, redevelopment	L.A. County CDC and Community Development Dept.	1988	1-3 projects (5-10 units)	13
3. Mobile homes on single lots	General fund	Comm. Devel. Dept.	ongoing	unknown	unknown
4. Mobile home rent control	General fund	Comm. Devel. Dept.	ongoing	no park conversions, reasonable rent increases	no park conversions, reasonable rent increases
5. Second units	General fund	Comm. Devel. Dept.	ongoing	1-3 units	25-50 units
6. Condo Conversion Ordinance	General fund	Comm. Devel. Dept.	ongoing	no conversions	no conversions
7. Fair Housing Services	CDBG	Fair Housing Foundation of Long Beach	ongoing	outreach, counseling, and assistance in discrimination disputes	outreach, counseling, and assistance in discrimination disputes
8. Section 8	Federal	L.A. County Housing Authority	ongoing	8 households assisted	8 households assisted
9. Revenue Bonds	Bonds	City of La Verne	as requested	1 project (50-200 units)	150 units
10. Senior Housing (Density Bonus Program)	Private/Development/ L.A. County Housing Authority	L.A. County Housing Authority	under construction/ ongoing	-	50 units (17 under construction)

- 6. IMPLEMENTATION MEASURE:**
Review building and development requirements and standards and modify those found to be unnecessary or excessive.
- 7. IMPLEMENTATION MEASURE:**
Revise the zoning ordinance to allow mixed use (commercial and residential) in the Lordsburg neighborhood.
- 8. IMPLEMENTATION MEASURE:**
Prepare and distribute a pamphlet outlining the requirements for residential construction. Streamline the application process for development of these units, and consider removal of other restrictions that are currently part of the zoning ordinance.
- 9. IMPLEMENTATION MEASURE:**
Withdraw city business from institutions that discriminate and engage in red-lining.
- 10. IMPLEMENTATION MEASURE:**
Determine how changes in tax law affect bonds issued under the Redevelopment Construction Loan Act (SB99). If financially feasible, develop single-family subdivision affordable to first time buyers, which was funded by a \$24 million bond issue in 1983. If financially feasible, develop an additional 200 units by this means.
- 11. IMPLEMENTATION MEASURE:**
Prohibit discrimination against families in rental housing.
- 12. IMPLEMENTATION MEASURE:**
Work with church groups and community service organizations to form an "assistance squad" to help seniors and the handicapped with some of the simpler maintenance chores around their homes.
- 13. IMPLEMENTATION MEASURE:**
Continue to enforce state and federal anti-discrimination laws.
- 14. IMPLEMENTATION MEASURE:**
Continue the current CDBG residential rehabilitation program for owner occupied units at a level of approximately 35 grants and 3-5 loans per year for the next five years. The LACDC rental rehabilitation program shall upgrade 2-3 units per year for the next five years.
- 15. IMPLEMENTATION MEASURE:**
Give a local nonprofit organization serving the homeless (such as People Place in Claremont, Pomona Valley Council of Churches, or Tri-City Mental Health) a yearly grant for their work.
- 16. IMPLEMENTATION MEASURE:**
Allow nonprofit organizations that provide services to the homeless (including shelters) to locate in the commercial and industrial areas of La Verne (except the C-O zone) with a conditional use permit. Amend the zoning ordinance to include development standards for such a conditional use permit.
- 17. IMPLEMENTATION MEASURE:**
Compile an information and referral resource list of organizations in the area that assist the homeless (including those in danger of becoming homeless). This list will be made available at city hall and distributed to local nonprofit agencies and the police and fire departments.
- 18. IMPLEMENTATION MEASURE:**
Apply for funds from the California Self-Help Housing Program (CSHHP) through the State Department of Housing and Community Development (HCD). This program funds local government agencies and nonprofit corporations, who in turn fund building and rehabilitation of residential projects for low- and moderate-income households. CSHHP also provides information to self-help housing organizations including conferences, information on financing sources, and building techniques.
- 19. IMPLEMENTATION MEASURE:**
Initiate a neighborhood housing services (NHS) program. This program involves a revolving loan fund used by low- and moderate-income homeowners to repair and rehabilitate their units. Seed money for the loan fund can be obtained from the Neighborhood Reinvestment Corporation (NRC), a national nonprofit corporation. An NHS program is a local partnership of business people, local government and homeowners that

work together to stabilize and improve residential neighborhoods.

- 20. IMPLEMENTATION MEASURE:**
Continue to work with the Fair Housing Foundation of Long Beach to promote fair housing practices in La Verne.
- 21. IMPLEMENTATION MEASURE:**
Develop additional incentives for development of affordable housing units. These incentives can include City-funded architectural and landscape amenities; reduced processing times; and City-procured State funding.
- 22. IMPLEMENTATION MEASURE:**
Compile information on sources of funding for housing and housing programs for affordable housing. This information can be obtained from the State Department of Housing and Community Development (HCD). This information will be updated on a yearly basis.
- 23. IMPLEMENTATION MEASURE:**
Grant density bonuses to developers who provide at least 25 percent of units in a housing project greater than five units for low- and moderate-income households, or at least 50 percent for the elderly (State Law-Government Code Section 65915). The density bonus must be at least 25 percent over the maximum density allowed for the property.
- 24. IMPLEMENTATION MEASURE:**
Use some CDBG funds to fund the tool bank component of the residential rehabilitation program.
- 25. IMPLEMENTATION MEASURE:**
Establish a neighborhood beautification program aimed at CDBG target census tracts and the apartment buildings on Price and Hayes Drive.
- 26. IMPLEMENTATION MEASURE:**
Allow housing and health services within

the Foothill Corridor with a Conditional Use Permit. The Foothill Corridor Overlay is shown on Figure H-4.

- 27. IMPLEMENTATION MEASURE:**
Identify a staff person to act as an "ombudsman" for homeowners interested in constructing a second unit. This staff person would be knowledgeable about City processes and requirements for second units and would be available to assist the homeowner with application completion and processing.
- 28. IMPLEMENTATION MEASURE:**
Evaluate the existing second unit ordinance to determine if the standards can be changed to make it easier to build a second unit without compromising good design and planning practices.
- 29. IMPLEMENTATION MEASURE:**
Establish a cooperative housing program under the direction of the community development department to assist in the development of affordable housing projects in the City. The program shall include, but not be limited to, the following components:
 - Reestablishment of a sweat equity housing program by 1995 for vacant, infill lots.
 - Designation of a building division staff member to provide skilled construction assistance to participants in sweat equity housing programs.
 - Provision for technical assistance to other individuals or organizations wishing to establish cooperative housing program in the City.
 - Loan and/or grant funding from block grant funds, a portion of the redevelopment agency's required housing set-aside funds, or other source available to the City.

Table H-9
Regional Housing Needs Assessment (RHNA)

Future Housing Unit Needs 1-1-88 to 7-1-94				
Total Units	Income Group			
	Very Low	Low	Moderate	Upper
930 (100.0%)	137 (14.73%)	163 (17.53%)	181 (19.46%)	449 (48.28%)

SOURCE: Southern California Association of Governments.

PUBLIC SAFETY





PUBLIC SAFETY

Public safety involves protection from a wide range of hazards, from everyday occurrences to major disasters. This chapter discusses La Verne's readiness to cope with emergencies and the major natural and man-made hazards which confront us.

The purpose of the public safety chapter is to identify local hazards and address goals and policies that will mitigate the hazards. The public safety chapter focuses on both natural and man-made hazards.

The La Verne police and fire departments are the agencies primarily responsible for public safety. There are many public safety problems which are avoidable. Through inspections, review of proposed developments and public awareness programs, the police and fire departments can spot many potential problems before they occur.

However, La Verne is also confronted by a number of hazards, including natural disasters such as earthquakes and wildfires, which are largely beyond the city's control. The police and fire departments are the first line of defense in these instances as well. They must be ready to handle major emergencies and help train citizens to prepare to cope with them.

Sections D and G of the background report describe natural and man-made hazards present in La Verne. The background report points to the following issues of greatest concern for the La Verne general plan:

- North La Verne and North La Verne Hillside neighborhoods are exposed to considerable wildfire hazard.
- Hazardous materials and wastes within La Verne and transported through La Verne are safety hazards.

- Geologic and groundwater hazards are constraints to development.
- La Verne, like much of the region, is likely to experience a powerful earthquake sometime in the next 30 years.
- The police and fire departments have deficiencies in personnel and space which will intensify as the city grows.
- Traffic accidents along Foothill Boulevard and at other intersections are increasing.
- Portions of South La Verne have inadequate fire flows.
- La Verne has no hospital and nearby hospitals are withdrawing from the trauma care network.
- The City's emergency preparedness plan is not sufficiently publicized.

Figures PS-1 and PS-2 show geotechnical and public safety hazards in La Verne.

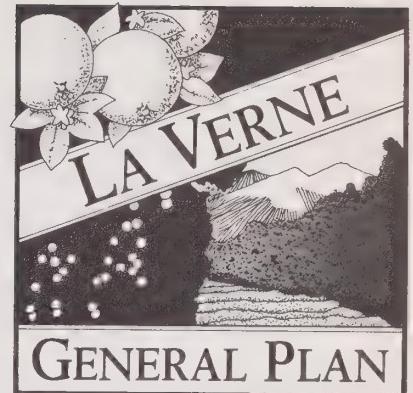


Goals and Policies.

Goals and policies that address each public safety issue is presented below.

ISSUE: Hillside portions of La Verne (in particular, North La Verne and North La Verne Hillside neighborhoods 1 and 2), are exposed to considerable wildfire hazard.

1. **GOAL:** Minimize risk to life and property from wildfires.



The orange shaped patch originally designed for Police Officers featured a heart and the words "La Verne—Heart of the Famous Orange Empire."

GEOTECHNICAL HAZARDS AND CONSTRAINTS

FIGURE PS-1

Potentially Active Fault
or Fault Zone Showing
Recommended Geologic
Special Study Zone



Landslide Areas

SOIL/ROCK UNITS

Af Artificial Fill

Qal Alluvium

**Qt Older Alluvium/
Terrace Deposits**

Tg	Glendora Volcanic Rocks
Tg	Undifferentiated
Tga	Andesite Chiefly
	Flows
Tgr	Dacites, Rhyolites
Tgc	Volcanic
	Conglomerates
Tgi	Tuff-Breccia

bc Basement Complex

TERRAIN/CONSTRAINTS MOD

1. Alluvial Fan and Valley
 2. Foothill

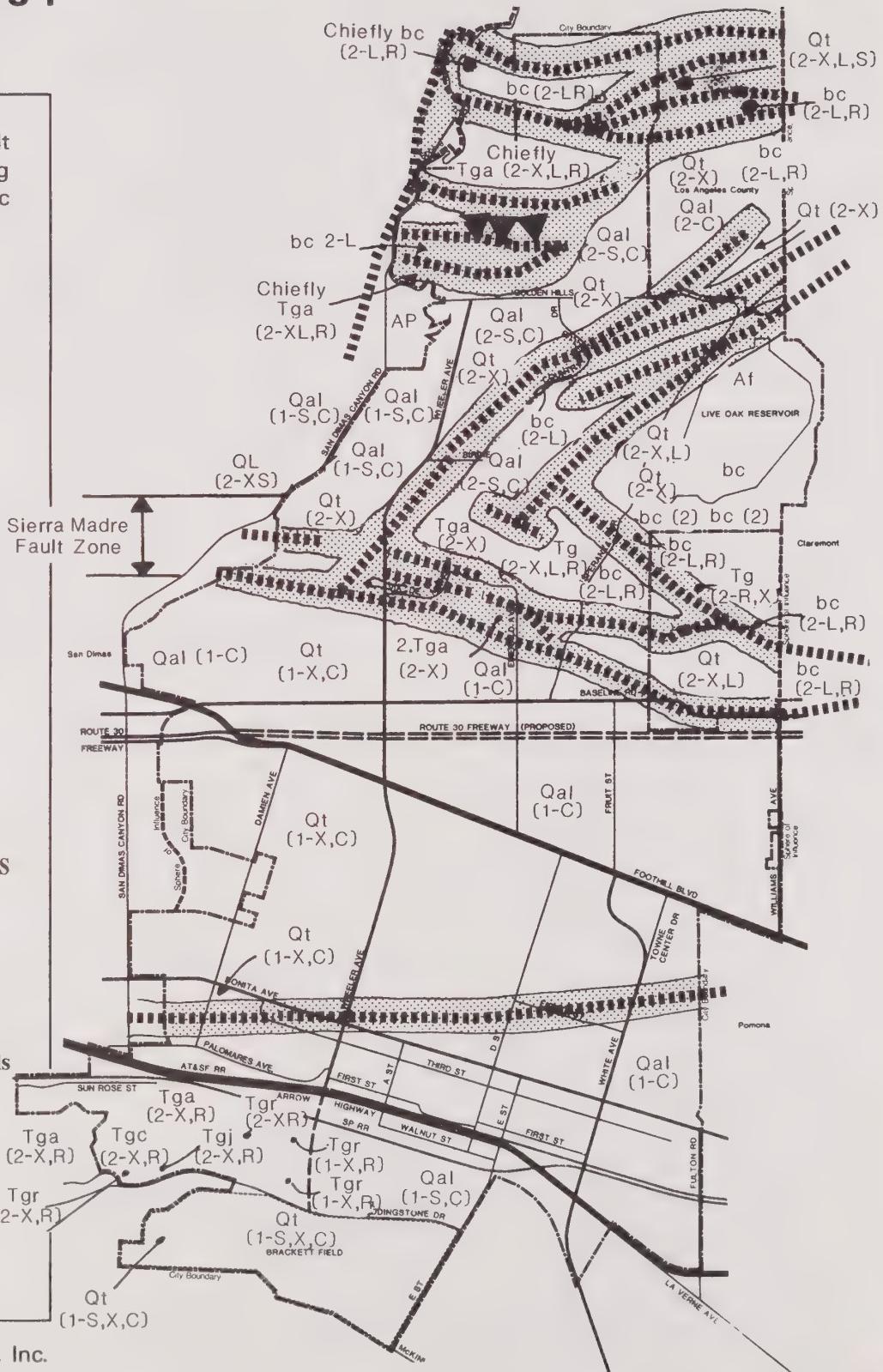
C Soils Subject To Potential Settlement

X Potential Expansive Soil

S Shallow Groundwater & Potential For Liquefaction

R Potential Difficulties

L Potential For Slope Instability/Landslides



SOURCE: Leighton & Associates, Inc.

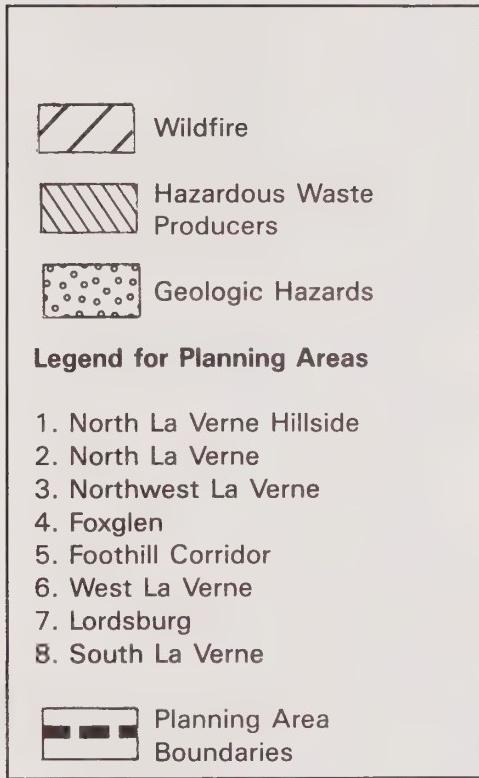


0 2000
SCALE [] FEET

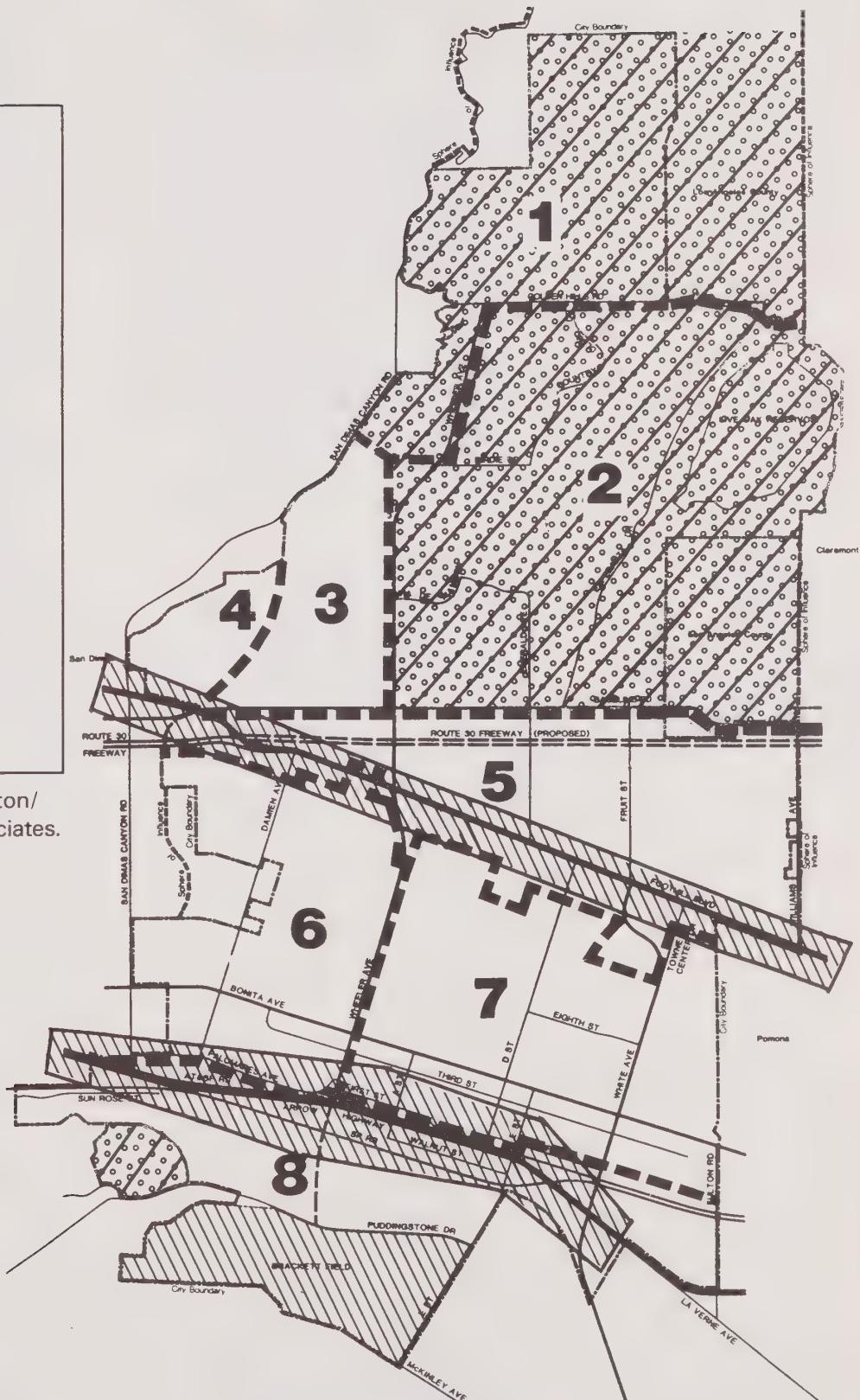
NOTE: Sphere of Influence line subject to adjustment.

PUBLIC SAFETY HAZARDS

FIGURE PS-2



SOURCE: City of La Verne, Cotton/Beland Associates, Leighton Associates.



0 2000
SCALE FEET

NOTE: Sphere of Influence line subject to adjustment.

POLICIES:

The City shall:

- 1.1 Adopt a seven minute fire response time, but discourage hillside development within the seven minute response time if it cannot be adequately protected by the Fire Department.
- 1.2 Maintain fire protection buffers between developed areas and natural areas in North La Verne and North La Verne hillside. Fire protection buffers shall be maintained at private expense and on private property according to the applicable standards and regulations of the La Verne Fire Department.
- 1.3 Require fire resistant building materials for all structures in North La Verne and the North La Verne Hillside areas.
- 1.4 Require house sprinklers where determined necessary by the fire marshal.



La Verne Police Department was organized in 1906 with a single marshal. There wasn't much crime—at the most a town drunk or possibly a parking ticket.

ISSUE: Hazardous materials used in businesses within La Verne and transported through La Verne represent both an immediate safety hazard and a long term threat to future generations. The potential for illegal dumping in the secluded areas of North La Verne also increases as public awareness of the issue of hazardous materials grows.

2. **GOAL:** To protect citizens and property from use, transport and disposal of hazardous materials.

POLICIES:

The City shall:

- 2.1 Enforce the "right-to-know" laws governing the disclosure of hazardous materials used by businesses located in La Verne.
- 2.2 Require that the transport of hazardous materials in the city be restricted to the routes designated for such transport as indicated on Figure PS-3.
- 2.3 Require an environmental audit for all new commercial and industrial development on vacant parcels, including submittal of a site inspection report describing any contamination

of land, groundwater and structures. The site inspection report shall also specify steps to be taken to correct the problem prior to development.

- 2.4 Increase patrol of hillside areas where illegal dumping has occurred in the past.
- 2.5 Adopt, by reference, the Los Angeles County *Hazardous Waste Management Plan*.
- 2.6 Ensure continued implementation of the proposed *Hazardous Materials Release Plans and Hazardous Materials Inventories of the City of La Verne*.*
- 2.7 Inform the La Verne Chamber of Commerce of the city and county hazardous waste management plans, including any updates of the plans and encourage them to share the plans with members.
- 2.8 Inform residents of the types of household hazardous wastes and the proper manner of disposal.
- 2.9 Explore the feasibility of implementation of City-sponsored household hazardous waste collection.

ISSUE: Geologic and groundwater hazards such as slope stability, erosion, subsidence and ground water contamination are a substantial constraint to hillside development.

3. **GOAL:** To ensure the protection of all residents from geologic and groundwater hazards.

POLICIES:

The City shall:

- 3.1 Require a full site-specific geologic study of any hillside site of proposed development in La Verne. The citywide evaluation prepared for the general plan shall not be considered adequate for site-specific questions such as slope stability, erosion, subsidence, ground water effects and earthquakes. The study shall consider effects of proposed development on adjacent upslope and downslope areas as well as on the site itself.

* Both city and county hazardous waste plans are available for review at the city fire department.

- 3.2** To minimize erosion, adhere to Chapter 70 of the *Uniform Building Code* regulating earth work and grading during construction. Cluster dwelling units to reduce the amount of land disturbed on a given site. Limit acreage of bare soils exposed at any one time. Restrict grading to the dry season and require immediate revegetation.
- 3.3** For critical structures that exist or may be built in the city (e.g., hospitals), incorporate site specific seismic design into the structure design.
- 3.4** Encourage where feasible turf block, decomposed granite, grasscrete or similar permeable surfaces rather than conventional pavement.
- 3.5** Provide opportunities for aquifer recharge, encouraging developers to minimize paved areas in new developments and requiring these areas to be interspersed with landscaping.
- 3.6** Require all new development to be connected to sewers. Review all private septic systems in La Verne to determine whether any are located in flood plain areas, areas of rock, shallow ground water, strata of highly varying permeability and landslides. Establish a mandatory time limit for conversion of septic systems located in these types of areas to sewers.
- 4.2** Require all development in a geologic special studies zone to be set back 50 feet from each side of a mapped active fault trace.
- 4.3** In areas potentially subject to liquefaction shown in Figure PS-1, require special site-specific studies to determine the nature and extent of possible liquefaction and to identify engineering and development siting measures to permit development to occur.
- 4.4** Inventory all unreinforced masonry structures in La Verne. Require structural reinforcement of all unreinforced masonry structures when renovated. The cost of such reinforcement shall not be an adequate justification for demolition of a structure determined to be historic within La Verne.
- 4.5** Include earthquake preparedness in all regular building inspections by the fire department.
- 4.6** In all new residential construction, require that water heaters be bolted to the wall. Encourage owners of existing homes to bolt water heaters to the wall and encourage the use of tankless water heaters.
- 4.7** Request that the Los Angeles County Flood Control District assess all dams in La Verne and upstream from La Verne for earthquake soundness.

ISSUE: La Verne is likely to experience a strong earthquake sometime within the next 30 years which will be many times more powerful than the recent Whittier quake.

4. GOAL: Minimize personal and property damage from earthquakes.

POLICIES:

The City shall:

- 4.1** Closely monitor the geologic special studies zones, which extend 350 feet on both sides of known and suspected faults in Figure PS-1. Prior to development in any such zone, continue to require a study by a registered geologist or certified engineering geologist to determine exact location and

nature of the fault and the probability and probable extent of earthquake damage.

- 4.2** Require all development in a geologic special studies zone to be set back 50 feet from each side of a mapped active fault trace.
- 4.3** In areas potentially subject to liquefaction shown in Figure PS-1, require special site-specific studies to determine the nature and extent of possible liquefaction and to identify engineering and development siting measures to permit development to occur.
- 4.4** Inventory all unreinforced masonry structures in La Verne. Require structural reinforcement of all unreinforced masonry structures when renovated. The cost of such reinforcement shall not be an adequate justification for demolition of a structure determined to be historic within La Verne.
- 4.5** Include earthquake preparedness in all regular building inspections by the fire department.
- 4.6** In all new residential construction, require that water heaters be bolted to the wall. Encourage owners of existing homes to bolt water heaters to the wall and encourage the use of tankless water heaters.
- 4.7** Request that the Los Angeles County Flood Control District assess all dams in La Verne and upstream from La Verne for earthquake soundness.

ISSUE: The police department is staffed below its optimum level, both in sworn officers and civilian support employees.

5. GOAL: Adequate police protection for all residents and businesses in La Verne.

POLICIES:

The City shall:

- 5.1** Add sworn officers in proportion to population to maintain a ratio of at least 1.25 officers per 1,000. Maintain



La Verne's Police Department has grown to 36 sworn officers (1990) and the crime rate is one of the lowest in the state.



What is Defensible Space?

Defensible space is a concept developed and described by Oscar Newman in his book Defensible Space: Crime Prevention Through Urban Design. The book includes a list of specific planning and design techniques which can be used to discourage crime.

adequate civilian employees to support sworn staff. Maintain adequate equipment for all personnel.

- 5.2 As part of the development review procedure, circulate all proposed project plans, both public and private, to the police department for evaluation of public safety impacts. Police shall be consulted on issues including traffic, lighting, and impact on surrounding areas. This review shall take place at the earliest possible point to permit changes to be made if necessary.
- 5.3 Maintain sufficient fees charged to Fair Association to cover cost of police protection. Work with Fair Association on all aspects of proposed improvements to minimize spillover crime into La Verne.
- 5.4 Expand the Neighborhood Watch and Business Watch programs. Explore potential sources of funding.

- 5.5 As part of the city design review process for residential projects (particularly multiple-family), apply standards for defensible space* where applicable. These standards shall consider the following aspects of defensible space planning.

- Site design that ensures grounds surrounding the buildings are defined and related to a particular building;
- Site design that recognizes the interrelationship of buildings and grounds;
- Zones of transition from public to private spaces (e.g., gates, steps, changes in textures and heights); and
- Areas where the public space of the development can be observed by residents.

ISSUE: Traffic accidents along Foothill Boulevard and other intersections and railroad crossings are increasing as traffic volumes increase.

6. **GOAL:** Improve traffic safety in La Verne.

POLICIES:

The City shall:

- 6.1 Conduct a study of the traffic accident patterns along Foothill Boulevard to determine whether any design factors contribute to them. Modify ingress/egress patterns, signalization of intersections or other design features if warranted by the study (refer to the Foothill Boulevard Specific Plan).
- 6.2 Increase patrol of Foothill Boulevard for speeding and other moving violations.
- 6.3 Conduct a survey of traffic accidents to identify dangerous intersections and railroad grade crossings (both existing and proposed) and develop improvements for the identified intersections.

ISSUE: Portions of South La Verne (Area 8) have inadequate fire flows.

7. **GOAL:** Adequate fire protection for all residents and businesses in La Verne.

POLICIES:

The City shall:

- 7.1 Improve fire flows in South La Verne (Area 8) by adding pipes or increasing the size of existing pipes.
- 7.2 Prohibit new development in areas of inadequate fire flow until needed improvements are completed.

ISSUE: La Verne has no hospital and many hospitals are withdrawing from the trauma care network.

8. **GOAL:** Maintain and improve emergency medical care to all areas of La Verne.

POLICIES:

The City shall:

- 8.1 Evaluate the adequacy of existing paramedic service in La Verne. If deficient, add paramedic units as needed.

- 8.2** Improve the level of first aid skills for existing police and fire personnel. Encourage all city employees to attend classes in first aid and cardiopulmonary resuscitation (CPR).
- 8.3** Establish strategic medical caches in La Verne.
- 8.4** Establish a resource list of rescue equipment, medical supplies and ambulances.
- 8.5** Establish and maintain active mutual aid agreements for medical disasters.
- 8.6** Provide training in first aid and CPR to citizens in the community. Educate citizens in disaster preparedness.
- 8.7** Support efforts at the county and state level to restore the integrity of the trauma care network.

ISSUE: La Verne has established an emergency evacuation plan, which is shown in Figure PS-3. To be able to carry out this plan effectively, however, it needs to be more widely publicized.

9. GOAL: Make citizens of La Verne aware of the emergency preparedness plan for the city.

POLICIES:

The City shall:

- 9.1** Distribute information about the emergency plan to community groups, schools, churches and business associations.
- 9.2** Review periodically emergency shelters to ensure that necessary equipment supplies are available in case of emergency.
- 9.3** Through the fire and police department and with the assistance of community organizations, sponsor annual mock emergency drills in various parts of the city to test the effectiveness of emergency preparedness plans.

ISSUE: Several hillside neighborhoods are within the extreme fire hazard severity zones identified by forestry and

fire officials. Terrain, fuel loading, climate, water pressure and limited access combine to make this an extremely difficult area in which to control wildfires.

10. GOAL: Ensure that all developments in La Verne have adequate fire protection.

POLICIES:

The City shall:

- 10.1** Prohibit development or require private reservoirs and water systems beyond the elevation of 1780 feet. Due to excessive pumping costs, lack of reservoirs and the danger of hydro-pneumatic pumping stations, the city has not constructed water facilities beyond the 1780 service elevation. (See Figure LU-1 for 1780 foot elevation line.)
- 10.2** Require development plans to prove conclusively they can be served with adequate water capacity.
- 10.3** Prohibit development outside the seven minute response time until a funding mechanism for the construction, equipping and permanent staffing of Fire Station Number Three is in place. This funding mechanism shall also be provided with all future annexations.

10.4 Assess the need for a substation in South La Verne.

ISSUE: The fire department has deficiencies in numbers, personnel and space which will intensify as the city grows.

11. GOAL: Adequate fire protection for all residents and businesses in La Verne.

POLICIES:

The City shall:

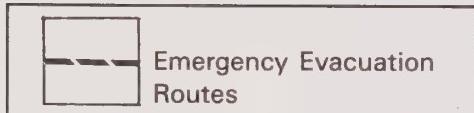
- 11.1** Update and reevaluate all emergency management zones within the city of La Verne, as necessary.



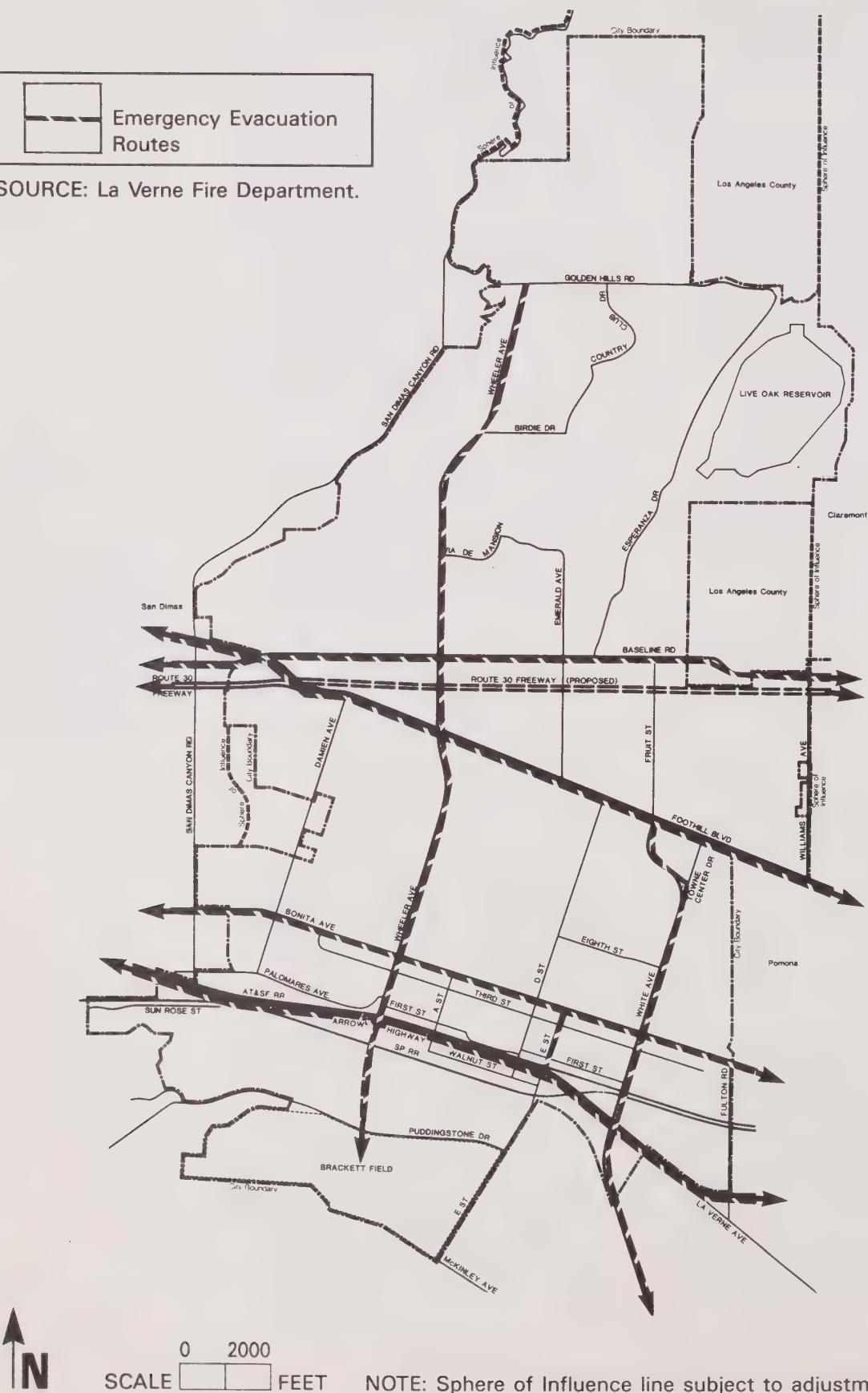
The winter season of 1883-84 was one of the wettest recorded with a total of 40 inches. Luckily the heavier than usual rainfall fell from January thru June avoiding flood damage from canyons intersecting the valley: San Dimas Canyon, Marshall Canyon, Emerald Creek, Live Oak Canyon and Thompson Creek.

EMERGENCY EVACUATION ROUTES

FIGURE PS-3



SOURCE: La Verne Fire Department.



- 11.2** Take steps to provide 60 percent of the required fire flow as set forth in the *Federal Emergency Management Agency's Fire Risk Analysis Program*.
- 11.3** As part of the development review procedure, circulate all proposed project plans, both public and private, to the fire department. The department shall be consulted on all aspects of the project involving fire safety, including building materials, access and circulation. This review shall take place as early in the process as possible to permit any necessary changes to project design.
- 11.4** Inspect all fire hydrants for operational readiness on an annual basis.
- 11.5** Repair and/or replace all defective hydrants.
- 11.6** Check fire flow on hydrants as necessary.
- 11.7** Install street hydrant markers on all hydrants in the city.

■ ■ ■

Implementation Measures.

The City shall:

- 1. IMPLEMENTATION MEASURE:**
Conduct a siting study to recommend a location for a fire station in either North La Verne or North La Verne Hillside. The location shall also be suitable for inclusion of a paramedic unit. These improvements shall be funded by developer fees paid on new projects constructed in this area.
- 2. IMPLEMENTATION MEASURE:**
Continue implementation of design standards in the hillside overlay zone (HOZ) to reduce fire danger.
- 3. IMPLEMENTATION MEASURE:**
Appoint the city fire chief as final authority on the ability of the Department to provide protection and the adequacy of physical design elements to abate fire hazard in hillside developments. The fire chief shall have the authority to prohibit such proposed development if the fire department determines that adequate fire protection cannot be provided.
- 4. IMPLEMENTATION MEASURE:**
Require two means of ingress/egress in all hillside developments with at least one means of ingress/egress into a collector street.
- 5. IMPLEMENTATION MEASURE:**
Amend the zoning ordinance to include standards for fuel modification zones. These standards shall include identification of acceptable techniques of fuel modification.
- 6. IMPLEMENTATION MEASURE:**
Maintain a comprehensive "multi-hazard function emergency preparedness plan," as required by the State of California Office of Emergency Management.
- 7. IMPLEMENTATION MEASURE:**
Request information from Southern Pacific and Atchinson, Topeka and Sante Fe lines about the frequency of transport of hazardous materials through La Verne, and what kinds of precautions are taken to ensure their safety. Review railroad emergency procedures in the event of a rail accident involving hazardous materials. Work with railroads to ensure rail safety along lines used to transport hazardous materials.
- 8. IMPLEMENTATION MEASURE:**
Increase the fines levied for illegal dumping. Encourage citizens to report dumping when they observe it.
- 9. IMPLEMENTATION MEASURE:**
Request the Red Cross to develop or acquire an earthquake readiness pamphlet for distribution to citizens and community groups, and to include earthquake readiness in their public presentations.
- 10. IMPLEMENTATION MEASURE:**
Develop fire prevention measures that are more restrictive than the *Uniform Fire Code* which is currently used.
- 11. IMPLEMENTATION MEASURE:**
Ensure that water plans shall be approved by the Fire and Public Works Departments and constructed to city standards.

- 12. IMPLEMENTATION MEASURE:** Establish mitigation measures with all new development sufficient to extend an adequate level of fire protection to North La Verne, consistent with the policies, funding and implementation measures in the land use and community facilities chapters of this plan. The program shall:
- Designate the site for a proposed Fire Station No. 3 in the vicinity of Stephens Ranch Road and Golden Hills Road, based upon a study of alternative sites prepared by the fire department.
 - Establish a range of funding options for the development of Fire Station No. 3, including but not limited to:
 - Development of fire protection mitigation agreements with individual developments.
 - Establishment of a community facilities district (CFD) providing for a one-time cash contribution toward the provision and operation of the necessary fire facilities.
 - Establishment of a community facilities district (CFD) providing for an annual levy sufficient to fund the development and operation of Fire Station No. 3.
- 13. IMPLEMENTATION MEASURE:** Incorporate the *Los Angeles County Hazardous Waste Management Plan* into the draft general plan (See Appendix). By 1992, develop additional standards in the zoning ordinance governing siting, development controls, and review procedures for facilities subject to the plan.
- 14. IMPLEMENTATION MEASURE:** Ensure that all development in areas subject to wildfire will meet fire hazard standards. Landscape plans shall be developed by a California-registered landscape architect, or a person with similar qualifications.
- 15. IMPLEMENTATION MEASURE:** Ensure that plans for gated communities have been approved by both the fire and police departments. (The de-sign of gated communities can be a source of concern in terms of safety considerations. For example, if locked gates are not designed to break-away on impact, emergency vehicles will be unable to enter; inadequate or non-standard address systems make homes difficult to locate; and private streets may be designed so that fire trucks cannot easily maneuver.)
- 16. IMPLEMENTATION MEASURE:** Develop specific guidelines for development of defensible space in multiple-family residential projects. These guidelines will be based on the book *Defensible Space: Crime Prevention Through Urban Design* by Oscar Newman, and shall include graphic examples of appropriate site designs.
- 17. IMPLEMENTATION MEASURE:** Evaluate the feasibility of creating a position for a hazardous materials coordinator. This person would be assigned to the fire department and be responsible for directing all of the various city efforts involving hazardous materials.
- 18. IMPLEMENTATION MEASURE:** Evaluate the feasibility of implementing City-sponsored household hazardous waste collection.
- 19. IMPLEMENTATION MEASURE:** Employ or designate an implementation monitor per AB 3180 to ensure full compliance with mitigation monitoring. This person would develop a monitoring system and compliance checklists.
- 20. IMPLEMENTATION MEASURE:** Continue to assess risk in each emergency management zone using the standards set forth by the Federal Emergency Management Agency.
- 21. IMPLEMENTATION MEASURE:** Require that every hydrant be inspected for operational readiness annually.
- 22. IMPLEMENTATION MEASURE:** Develop a plan to purchase and install street markers for all fire hydrants in the city.

In 1926 La Verne's Volunteer Fire Department began providing Christmas baskets for families. Today's firemen travel every street on Christmas morning giving candy, nuts and fruit to children.



23. IMPLEMENTATION MEASURE:

Identify all sources of revenue that may be generated by the fire department.

Risk Assessment. This section of the public safety chapter concerns risk assessment.

Table PS-1 identifies those natural and man-made disasters which may impact La Verne residents. These potential disasters are described in detail in the background report. Table PS-1 also identifies the level of risk for each hazard and the geographical implications in the event of environmental upset. Each potential hazard to the public safety and welfare has been assessed according to the following levels of risk:

- Low Risk—The level of risk below which no specific action is deemed necessary. The occurrence of a specific event is unlikely.
- Medium Risk—The level of risk above which specific action is required to protect life and property, though the probability of the event taking place is low to moderate.
- High Risk—Risk levels are significant and occurrence of a particular emergency situation is highly probable or inevitable.

The “scope of risk” refers to the geographic area that could be potentially affected with the occurrence of one of the hazards. The scope of risk also includes three levels:

- Local—The affected geographic area that is directly affected would be localized or site specific;

- Citywide—The affected area would include a significant portion or all of the city; and
- Regional—The affected area would include the entire city and the surrounding region.

The State Office of Emergency Services (OES) has established three levels of emergency response to peacetime emergencies, which are based on the severity of the situation and the availability of local resources in responding to that emergency. The three levels of emergency response include:

- Level 1—A minor to moderate incident where local resources are adequate to deal with the emergency.
- Level 2—A moderate to severe emergency where local resources are not adequate in dealing with the emergency and mutual assistance would be required on a regional or statewide basis.
- Level 3—A major disaster where local resources are overwhelmed by the magnitude of the disaster and State and Federal assistance are required.

Those hazards of greatest concern to those who live and work in La Verne are evident from the examination of the level of risk column in Table PS-1.

Table PS-1
Environmental Risk Assessment Framework

Environmental Hazard	Potential of Occurrence			Scope of Risk			Level 1	Emergency Response Level	
	Low	Medium	High	Local	City	Regional		2	3
Earthquake									
Surface rupture			•	•	•	•	•	•	•
Liquefaction		•	•	•	•	•	•	•	•
Ground-shaking		•	•	•	•	•	•	•	•
Slope failure	•			•			•		
Tsunami	•								
Dam failure		•		•			•	•	•
Landslide	•			•			•	•	
Flooding									
Local ponding		•		•			•		
50 year flood	•				•			•	
100 year flood	•				•			•	
Fire									
Industrial	•			•			•	•	
Chemical	•				•		•	•	
Gas main	•			•			•	•	
Subsurface	•			•			•	•	
High-rise	•								
Wildland			•	•			•	•	
Chemical Contamination									
Road spill	•				•		•	•	
Airborne	•				•			•	
Subsurface	•				•			•	
Radiological	•				•	•	•	•	
Severe Airborne Pollution Episode	•					•	•	•	
Major Accident									
Industrial	•				•		•	•	
Major road	•				•		•		
Aircraft	•			•			•	•	
Railway	•				•		•	•	
Water Shortage			•		•	•	•	•	

RESOURCE MANAGEMENT





RESOURCE MANAGEMENT

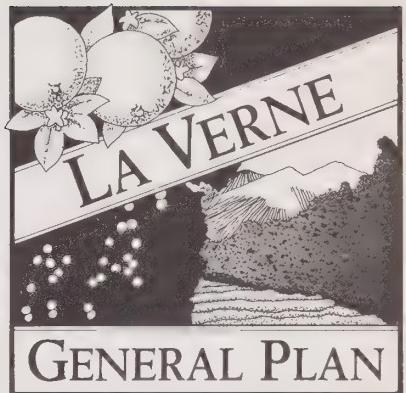
Resource management refers to the parks and recreation areas that serve the city, as well as the preservation and improvement of air quality, biological resources, and scenic highways.

Section G of the background report provides information on biological resources and scenic highways in La Verne. The public services section of the background report describes parks and recreation facilities serving the city. In addition, a parks and recreation facilities master development program has been prepared.

Several issues arose from review of information contained in the background report and *Parks Master Development Program*:

- La Verne has an inadequate amount of park space, particularly in North La Verne. The existing net deficit is 29 acres and the projected net deficit (by year 2010) is estimated at 66 acres (refer to tables RM-1 and RM-2).
- Existing park space and facilities may not adequately address the recreation needs of current and potential users. Most of the residential neighborhoods south of Foothill Boulevard are adequately served by the existing park system. North of Foothill Boulevard, however, many existing neighborhoods and residential developments under construction or planned are located outside the service area of an existing park (refer to Figure RM-1). Figure RM-2 shows projected park service deficits for the year 2010. Neighborhoods that will be most affected by these future service deficits are West La Verne and the Foothill Corridor.
- La Verne is located in a region which consistently fails to meet state and federal air quality standards for certain pollutants.
- Only limited natural plant communities still exist along stream channels. Of the imported plant species, a remnant of the city's days as a commercial citrus center still remains in scattered citrus groves in the northern part of the city.
- A balance needs to be struck between providing necessities and amenities for residents and preserving plant and animal life in the undeveloped portions of the city.
- La Verne has several streets that have significant scenic vistas—an important resource. Insensitive development could negatively effect these scenic vistas.
- Water conservation is a critical issue in the Southern California region.
- Solid waste management has become an important issue in Southern California as available landfill space decreases.

The Parks Master Development Program is included as an appendix to the general plan. The general plan's resource management chapter and the parks master development program were designed to complement one another. In the event that provisions of the master plan are more detailed, specific, or otherwise differ from this chapter, the master plan shall take precedence.



The citrus industry was blooming around Lordsbury in the early 1900's. La Verne's Orange and Lemon Association brought recognition and publicity to the area with its PRIDE OF LA VERNE label.

Table RM-1
Existing Park Space Needs Assessment

Park Category	Existing Park Area (in acres)			Standards ac./1000	Park Area Needed to Meet Min. Standards	Park Area Deficiency (in acres)	
	Parks	Sites	Total			Min.	Max.
Park Standards: NRPA							
Mini-Parks	1.9	0.0	1.9	0.25	0.5	7.3	-5.4 -5.4
Neighborhood	22.3	35.1	57.4	1.0	2.0	29.2	-6.8 +28.2
Community	15.0	13.0	28.0	5.0	8.0	145.8	-130.8 -117.8
Total	39.2	48.1	87.3			182.2	-143.0 -95.0
City of La Verne Standards							
Citywide	39.2	48.1	87.3	4.0		116.6	-77.4 -29.3

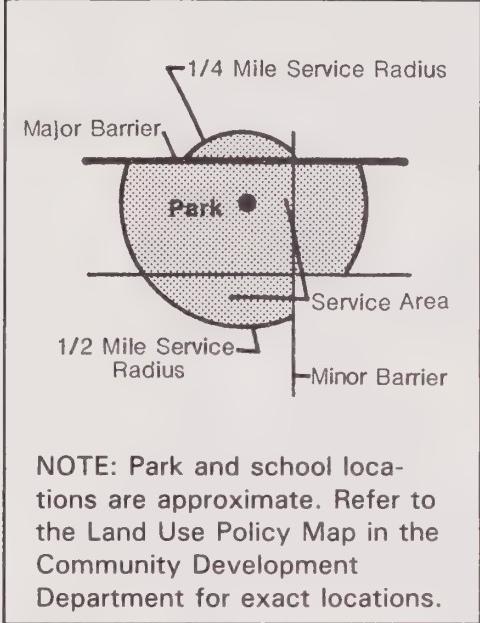
Table RM-2
Future Park Space Needs Assessment (1)

Park Category	Existing Park Area (in acres)			Standards ac./1000	Park Area Needed to Meet Min. Standards	Park Area Deficiency (in acres)	
	Parks	Sites	Total			Min.	Max.
Park Standards: NRPA							
Mini-Parks	1.9	0.0	1.9	0.25	0.5	9.6	-7.7 -7.7
Neighborhood	22.3	35.1	57.4	1.0	2.0	38.2	-15.9 +19.2
Community	15.0	13.0	28.0	5.0	8.0	191.0	-176.0 -163.0
Total	39.2	48.1	87.3			238.8	-199.6 -151.5
City of La Verne Standards							
Citywide	39.2	48.1	87.3	4.0		152.8	-113.6 -65.5

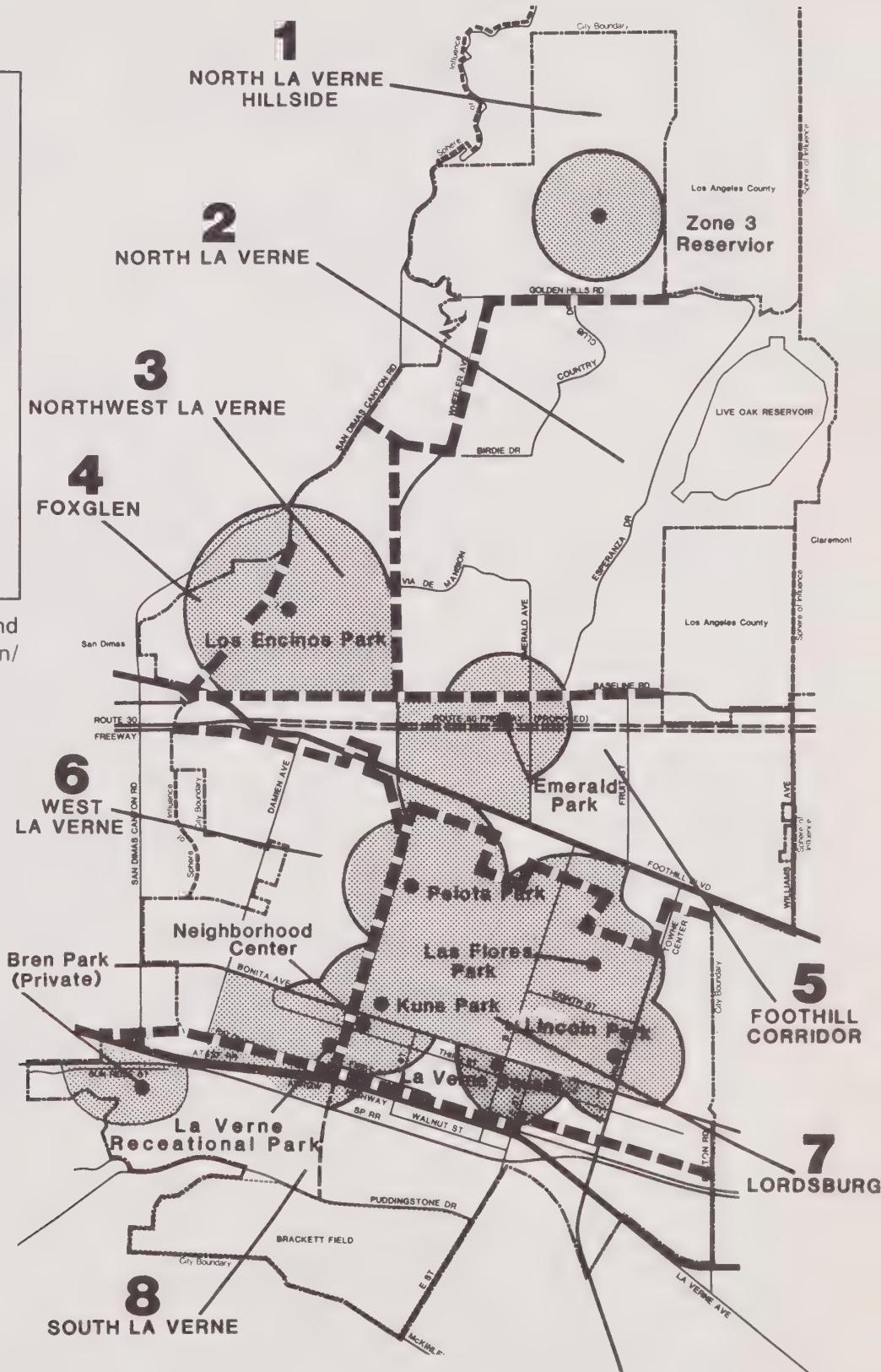
(1) Acreage needed by 2010 buildout year, based on a population of 38,000.

SERVICE AREAS OF EXISTING PARKS

FIGURE RM-1



SOURCE: City of La Verne Parks and Human Services Department; Cotton/Beland/Associates.

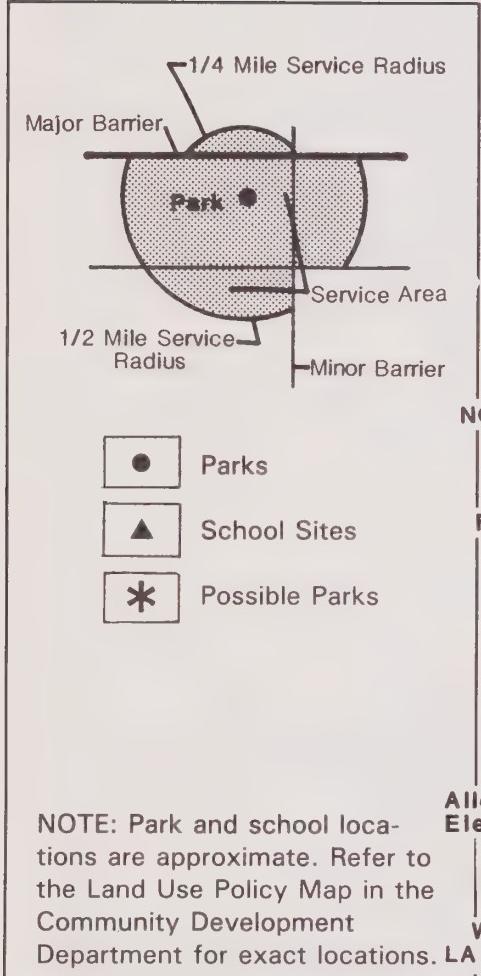


0 2000
SCALE FEET

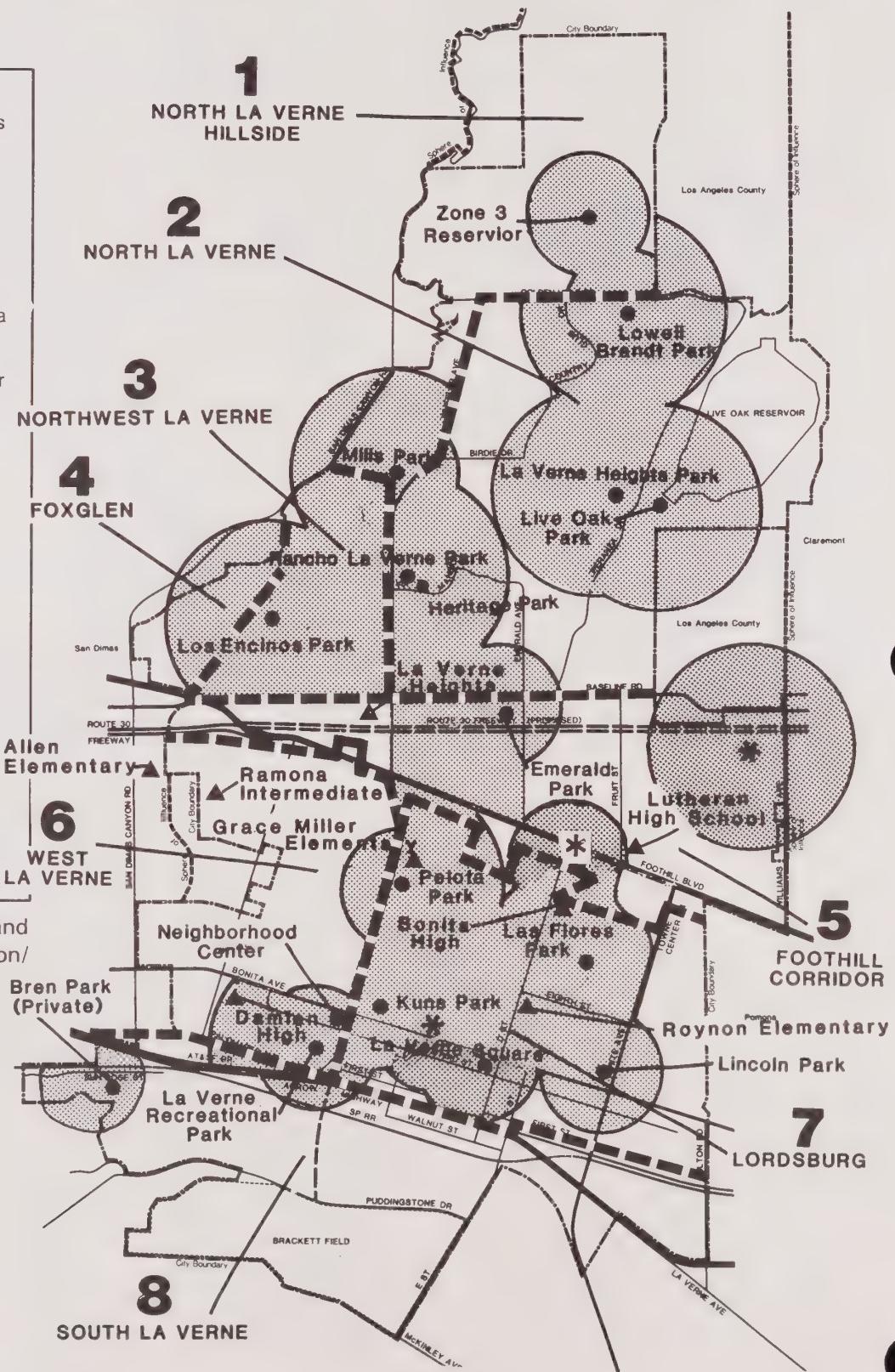
NOTE: Sphere of Influence line subject to adjustment.

SERVICE AREAS OF EXISTING AND FUTURE PARKS

FIGURE RM-2



SOURCE: City of La Verne Parks and Human Services Department; Cotton/Beland/Associates.



0 2000
SCALE FEET

NOTE: Sphere of Influence line subject to adjustment.

■ ■ ■ Goals and Policies.

The following goals and policies have been developed to address resource management issues.

ISSUE: La Verne has an inadequate amount of park space, particularly in North La Verne.

ISSUE: Existing park space and facilities may not adequately address the recreation needs of current and potential users.

- 1. GOAL:** To promote the design and development of an attractive system of parks and open space resources which will provide a complete range of facilities and activities for all age groups.

POLICIES:

The City shall:

- 1.1** Ensure that all of the existing and future residential neighborhoods are served by at least one neighborhood park.
- 1.2** Cooperate with public school districts, private schools, the University of La Verne and other major public institutions regarding the joint use of facilities for recreational purposes.
- 1.3** Discourage commercial development on regional parkland which serves both the city of La Verne and other cities in the surrounding region.
- 1.4** Build a new community center in the civic center complex.
- 1.5** Focus future park site acquisition on the development of mini-parks along the designated hiking/bikeway trails, small neighborhood parks (five acres or less), and open space easements for trails.
- 1.6** Require review of all major developments by the Parks and Human Ser-

vices Commission regarding the project's impact on existing parks and its contribution to reducing the shortage of parks.

- 1.7** Establish a timetable for the improvement of those newly acquired park sites in north La Verne and set priorities for new capital improvements for those facilities located in areas that are presently under served by parks.
- 1.8** Develop and maintain parks and recreation facilities at a standard of four (4.0) acres per 1,000 persons. Open space areas not used for recreational purposes, sensitive habitats, and other natural resource preserves should not be included in this calculation/standard.
- 1.9** Review commercial development proposals for regional parkland which serves both the city of La Verne and other cities in the surrounding region to ensure lower income groups will not be prevented from using these facilities.
- 1.10** Encourage the county to complete the development of the Marshall Canyon Trail and the San Dimas/Live Oak Trail. Encourage the multiple-use trail for biking, jogging and equestrian use.
- 1.11** Explore innovative ways and means of financing the maintenance of existing and future parks.
- 1.12** Establish a minimum open space preservation standard (including public and private recreation and open space areas) of 10 acres per 1,000 population and a minimum standard for parks of 4 acres per 1,000 population.
- 1.13** Examine ways the existing joint service agreement with Bonita Unified School District to expand the joint maintenance and operation of athletic fields and game courts located on school sites to assist in making up for the deficiency of community parks in south La Verne. Please refer to Figure RM-2 for existing and future park locations and service areas.



*20% of La Verne's land is dedicated to open space
17% houses community facilities
7% is used for commercial/industrial
46% is committed to residential use
10% is vacant*



The City of La Verne may not be a well known place, but its name on citrus labels are found all over the world.



By the 1970's La Verne's dying citrus groves stood waiting for development as houses replaced trees.

- 1.14** Work with the City of Claremont to develop a natural buffer zone incorporating the forest lands and sphere of influence areas between Claremont and La Verne.

ISSUE: La Verne is located in a region which consistently exceeds maximum state and federal air quality standards.

- 2. GOAL:** To improve the air quality of the area.

POLICIES:

The City shall:

- 2.1** Adopt the *South Coast Air Quality Management Plan* and its attainment strategies. Participate in the air quality strategies. Participate in the Air Quality Management District's attainment program.
- 2.2** Cooperate with the building department to enforce state energy conservation guidelines which require the incorporation of energy-saving designs and features into new and refurbished buildings.
- 2.3** Assist local utility companies with their public education energy conservation programs.
- 2.4** Encourage public employees to follow energy conservation procedures designed to reduce energy consumption.
- 2.5** Encourage public and private developments to encourage employees to walk, bicycle or car-pool to work.
- 2.6** Object officially to actions of other agencies which would result in increased pollution. Insist on the development of adequate mitigation measures and a monitoring program to enforce them.
- 2.7** Continue to enforce the solar collector ordinance which, in addition to other provisions, requires new dwelling units to contain solar dry plumbing.

ISSUE: Only limited natural plant communities still exist along stream channels. Of the imported plant species,

a remnant of the city's days as a commercial citrus center still remains in scattered citrus groves in the northern section of the city.

- 3. GOAL:** Encourage the preservation of the existing plant resources in the city.

POLICIES:

The City shall:

- 3.1** Where possible, require that any improvements to flood control channels be designed to retain the natural plant communities along the channels.
- 3.2** Encourage landscaping with native plants of existing flood control channels of the Los Angeles County Flood Control District (refer to Figure RM-3).
- 3.3** Require where appropriate that remaining citrus groves be preserved and maintained as a reminder of the city's past and as an open space resource.
- 3.4** Establish a natural buffer zone incorporating the forest lands as well as the sphere of influence areas between Claremont and La Verne.
- 3.5** Prohibit grading of any type of feature which could be considered a ridge including, but not limited to, knolls, ridgetops, or saddles.

ISSUE: The city must strike a balance between providing necessities and amenities for residents and preserving both plant and animal life in the city.

- 4. GOAL:** To preserve diversified plant and animal life in the city.

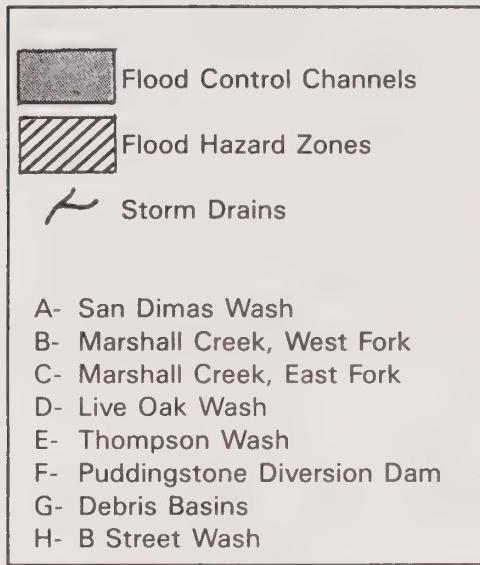
POLICIES:

The City shall:

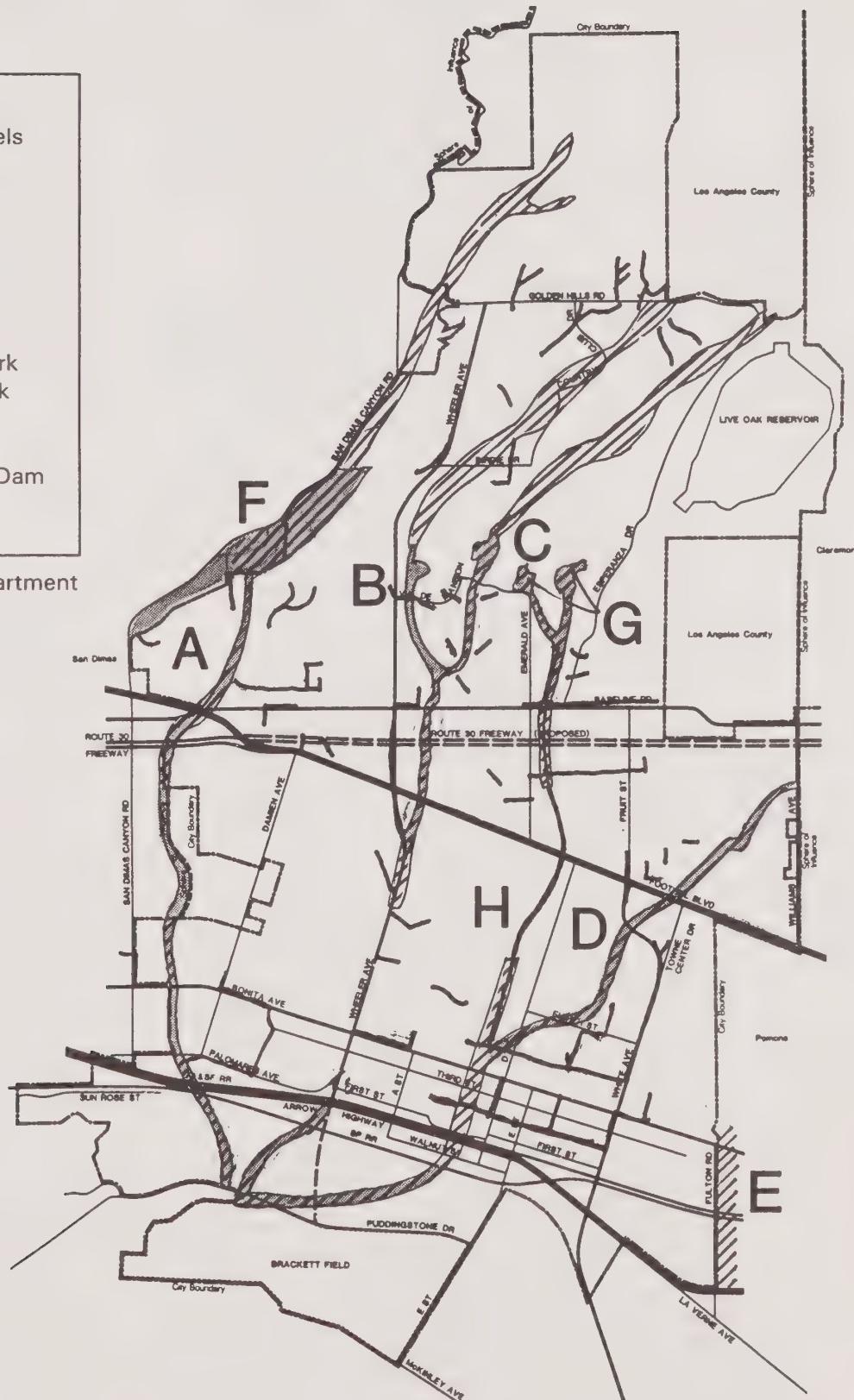
- 4.1** Require that mature trees be preserved wherever possible. Areas designated on the general plan land use policy map as hillside residential have special development requirements that call for the preservation of significant or heritage trees.

HYDROLOGY/FLOOD CONTROL

FIGURE RM-3



SOURCE: City of La Verne Department of Public Works.



0 2000
SCALE [] FEET

NOTE: Sphere of Influence line subject to adjustment.

- 
-
- 4.2** Require that mature trees that are removed be replaced on a four to one basis.
 - 4.3** Encourage preservation of the wide variety of plant communities in the hillside areas—communities that support a diversity of wildlife species.
 - 4.4** Ensure that the hillside residential general plan designation provides for an undeveloped buffer zone between developed areas in the city and the national forest.
-

ISSUE: La Verne has several streets in the northern part of the city that have significant scenic vistas—an important resource. Insensitive development could negatively effect these scenic vistas.

5. GOAL: Preserve scenic vistas on the following streets:

- Esperanza Drive
- Wheeler Avenue
- Golden Hills Road
- San Dimas Canyon Road

Figures RM-5 through RM-13 show scenic vistas from these streets.

POLICIES:

The City shall:

- 5.1** Require that any development that is proposed within the scenic vista areas must be designed such that it will not compromise the views of the mountains or the canyons.
- 5.2** Develop a plan for street trees along each of the designated streets with scenic vistas.
- 5.3** Develop additional amenities such as bike routes, hiking trails, and par courses along the scenic vista streets.
- 5.4** Post each of the designated streets as a scenic corridor.
- 5.5** Develop a plan for undergrounding utilities and replacing existing street lights with less obtrusive lighting for these designated streets.



La Verne has a 3 day emergency water storage capacity of 12 million gallons.

Brackett Field began as a graded dirt strip in the 30's. In 1942 it became headquarters for a Civil Air Patrol squadron.

-
- 5.6** Require that all plans for these scenic vistas conform to standards contained in the community design chapter.
-

ISSUE: Water conservation is a critical issue in the Southern California region.

6. GOAL: Encourage the conservation of water.

POLICIES:

The City shall:

- 6.1** Encourage water saving irrigation practices for all development.
 - 6.2** Establish standards for xeriscape landscaping for all development.
 - 6.3** Encourage gray water recycling in all development.
 - 6.4** Encourage “naturalized” landscaping practices in the hillside areas.
-

ISSUE: Solid waste management has become an important issue in Southern California as available landfill space decreases.

7. GOAL: Participate in the efforts to extend the useful life of landfills used by La Verne.

POLICY:

The City shall:

- 7.1** Encourage recycling of solid waste through gradual expansion of the City's voluntary recycling program.
- ■ ■

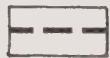
Implementation Measures

The City shall:

- 1. IMPLEMENTATION MEASURE:** Establish a timetable for the improvement of those newly acquired park sites in north La Verne.
- 2. IMPLEMENTATION MEASURE:** Develop and maintain parks and recreation facilities at a standard of four acres for every 1,000 persons.

STREETS WITH SIGNIFICANT SCENIC VISTAS

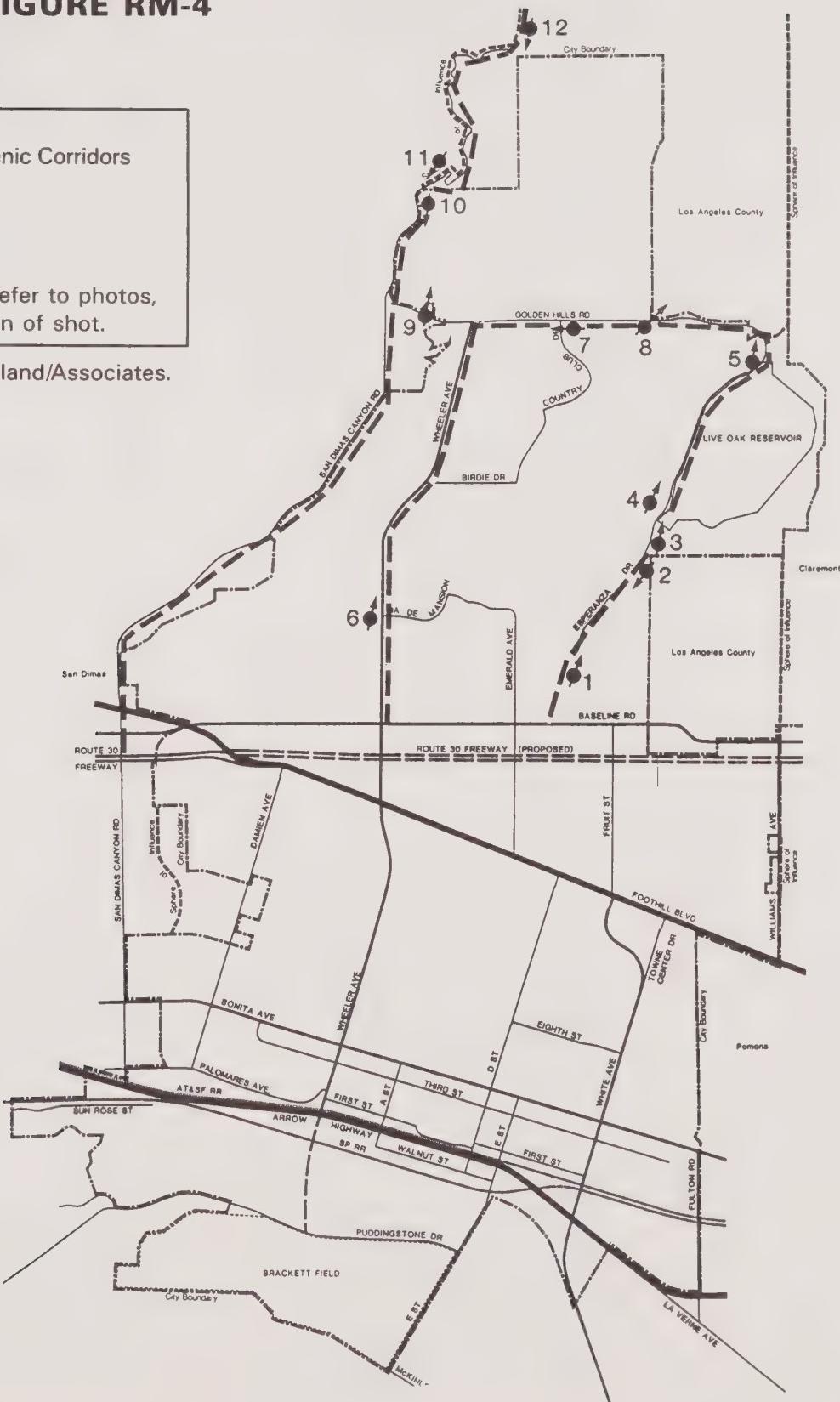
FIGURE RM-4



Scenic Corridors

NOTE: Numbers refer to photos,
arrows to direction of shot.

SOURCE: Cotton/Beland/Associates.



0 2000
SCALE FEET

NOTE: Sphere of Influence line subject to adjustment.

Open space areas not used for recreational purposes, sensitive habitats, and other natural resource preserves should not be included in this calculation/standard. Establish a minimum of open space preservation standard of 10 acres/1000 residents as provided in Policy 1.13.

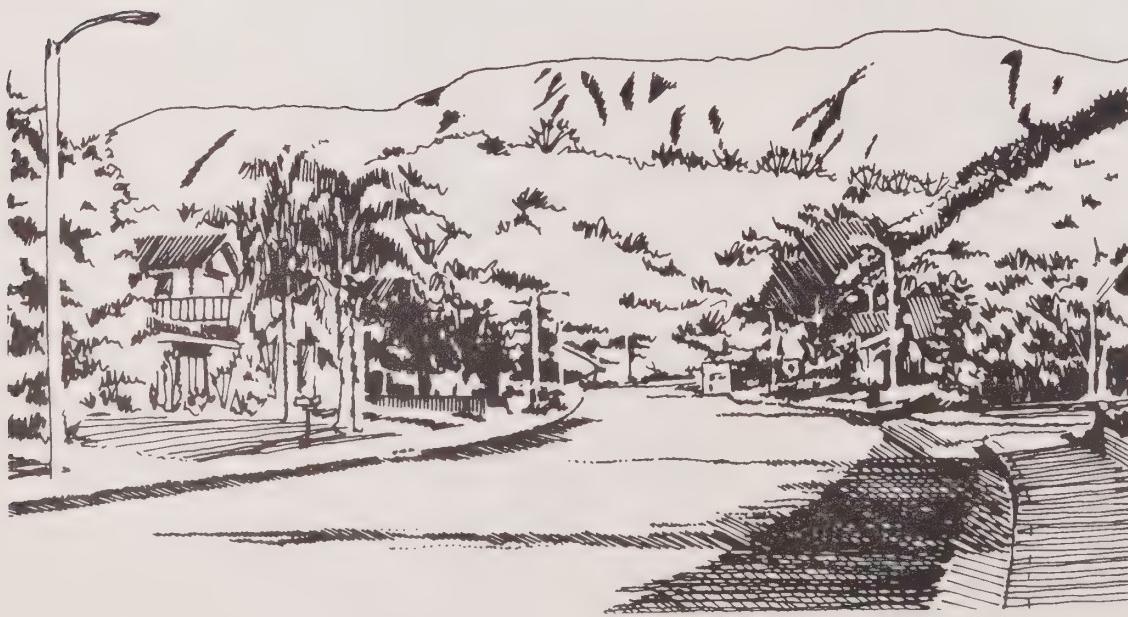
3. **IMPLEMENTATION MEASURE:**
Give top priority for capital improvements for those facilities located in areas that are presently underserved by parks.
 4. **IMPLEMENTATION MEASURE:**
Establish the system of bikeways identified in the Master Plan for Bikeways and Trails as shown in Figure RM-14. Coordinate efforts with County operated Marshall Canyon Trail.
 5. **IMPLEMENTATION MEASURE:**
Complete development of the Marshall Canyon Trail and the San Dimas/Live Oak Trail. A system of mini-parks will be developed at strategic locations along both trails.
 6. **IMPLEMENTATION MEASURE:**
Establish an "Adopt a Park" program for the neighborhood and community parks in La Verne. This program would involve local residents in both the upkeep, security, and financing of improvements in their local park.
 7. **IMPLEMENTATION MEASURE:**
To help make up for the deficiency of community parks in south La Verne, examine ways the existing joint service agreement with Bonita Unified School District could be expanded to include the joint maintenance and operation of athletic fields and game courts located on school sites.
 8. **IMPLEMENTATION MEASURE:**
Establish a revised park fee ordinance sufficient to ensure that new development pays its proportional, fair-share cost of parks and recreational facilities identified in the *Parks and Recreation Facilities Master Development Program*.
 9. **IMPLEMENTATION MEASURE:**
Make available information from local utilities on energy conservation procedures and programs at city offices and the library.
10. **IMPLEMENTATION MEASURE:**
Require that improvements to flood control channels undergo design review to ensure that they retain existing plant communities; are fully landscaped; and, where possible, are designed to mimic natural land contours.
 11. **IMPLEMENTATION MEASURE:**
Investigate sources of funds to be used for the purchase of one or more of the remaining citrus groves. For example, a citywide fund drive could solicit contributions to be used for acquisition of the groves.
 12. **IMPLEMENTATION MEASURE:**
Give developers of property that contains a citrus grove concession if the grove is preserved. For example, a small density bonus could be offered in return for preservation of the grove.
 13. **IMPLEMENTATION MEASURE:**
Invite organizations with expertise in wildlife and animal habitats such as the Sierra Club and Forest Service to set up educational displays in city hall, the library and parks facilities.
 14. **IMPLEMENTATION MEASURE:**
Amend the zoning ordinance so that areas designated on the general plan land use policy map as hillside residential have special development requirements that call for the preservation of oak trees.
 15. **IMPLEMENTATION MEASURE:**
Review development in the area of a scenic vista on a case-by-case basis to ensure that it does not interfere with the scenic vista. The community development department will provide development standards for these areas.
 16. **IMPLEMENTATION MEASURE:**
Adopt a specific hierarchy of park types that will relate to corresponding standards as part of the parks and recreation facilities master development program.

- 17. IMPLEMENTATION MEASURE:**
As part of the parks and recreation facilities master development program, adopt plans for needed improvements to existing parks and park sites.
- 18. IMPLEMENTATION MEASURE:**
Focus new park site acquisition on small neighborhood parks (five acres or less), open space easements for trails, and mini-parks proposed at selected intervals along the trails (see Figure RM-14).
- 19. IMPLEMENTATION MEASURE:**
Adopt the *Parks and Recreation Facilities Master Development Plan*, including all funding mechanisms necessary to implement it.
- 20. IMPLEMENTATION MEASURE:**
Review the tree preservation ordinance on a regular basis to ensure that it continues to meet the City's environmental objectives.
- 21. IMPLEMENTATION MEASURE:**
Develop pamphlets for public distribution that describe water saving irrigation practices; a list of plants used in xeriscape landscaping; resources for low water gardening; and gray water recycling systems.
- 22. IMPLEMENTATION MEASURE:**
Amend the zoning ordinance to require water saving irrigation systems xeriscape landscaping in all new development; and to allow for the installation of gray water recycling systems for residences.
- 23. IMPLEMENTATION MEASURE:**
Establish a recycling program for all City facilities.
- 24. IMPLEMENTATION MEASURE:**
Promote recycling by providing information on recycling, including locations of centers and a list of items that can be recycled.

**SCENIC CORRIDORS STUDY
ESPERANZA DRIVE
FIGURE RM-5**



PHOTO 1. Esperanza Drive as it climbs into the hills near Live Oak Reservoir.
San Gabriel mountains provide the backdrop.



**SCENIC CORRIDORS STUDY
ESPERANZA DRIVE
FIGURE RM-6**



PHOTO 2. Looking south on Esperanza Drive near Live Oak Reservoir, showing the view of the valley.



**SCENIC CORRIDORS STUDY
ESPERANZA DRIVE
FIGURE RM-7**



PHOTO 3. Looking north on Esperanza Drive at the mountains. Oak woodland on either side of the road.



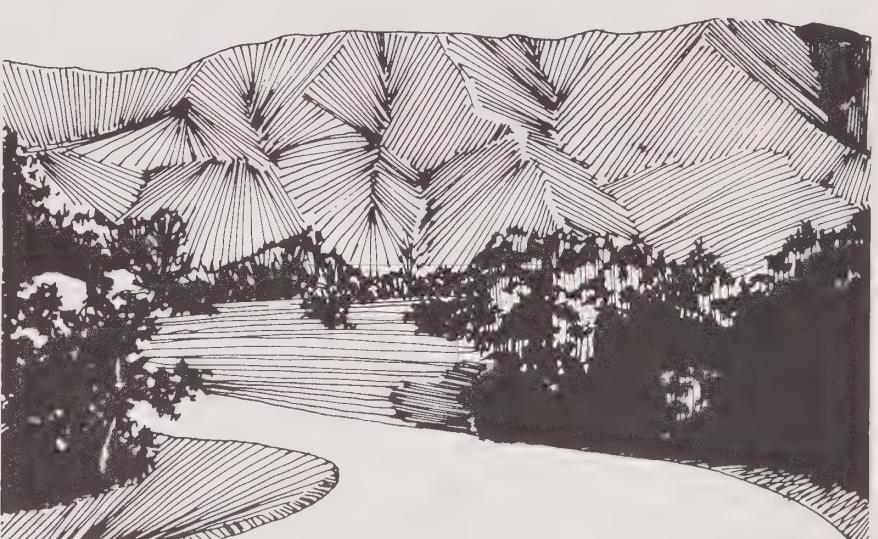
**SCENIC CORRIDORS STUDY
ESPERANZA DRIVE
FIGURE RM-8**



PHOTO 4. Esperanza Drive south of Live Oak Reservoir, looking north at the San Gabriel mountains. Notice the citrus groves at the base of the mountains at the left.



PHOTO 5. Looking north on Esperanza Drive extension, north of Live Oak Reservoir.



**SCENIC CORRIDORS STUDY
WHEELER AVENUE
FIGURE RM-9**

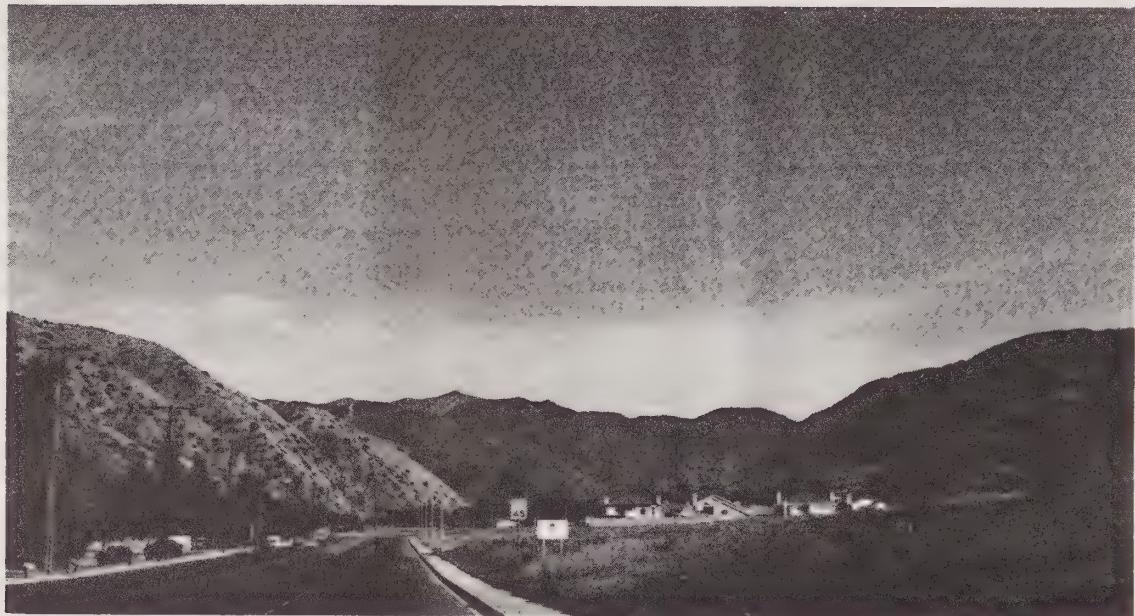


PHOTO 6. Looking north on Wheeler Avenue at Via de Mansion.



**SCENIC CORRIDORS STUDY
GOLDEN HILLS ROAD
FIGURE RM-10**



PHOTO 7. Looking west on Golden Hills Road looking toward San Dimas. Street lights intrude on the view of the oak woodland and hills.



**SCENIC CORRIDORS STUDY
GOLDEN HILLS ROAD
FIGURE RM-11**



PHOTO 8. Northeast on Golden Hills Road. Power poles intrude into the visual experience of the foothills and San Gabriel mountains.



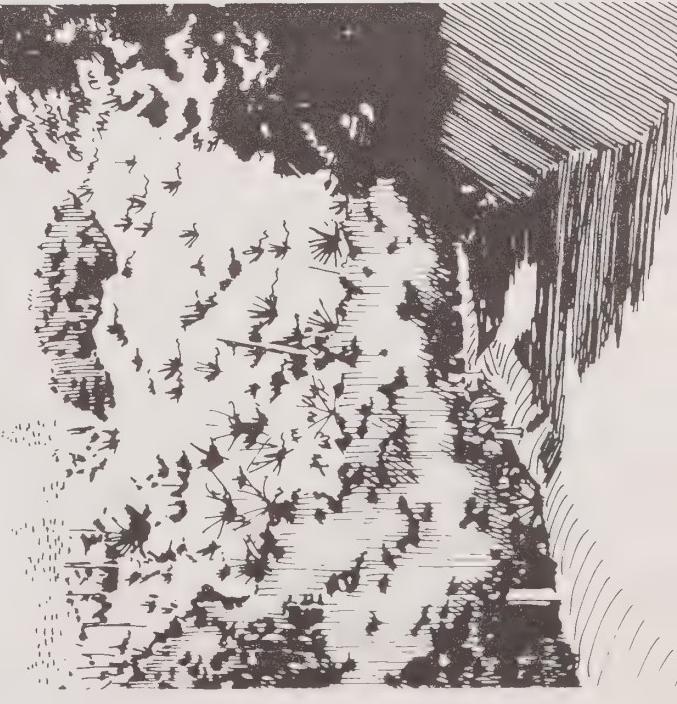
**SCENIC CORRIDORS STUDY
GOLDEN HILLS ROAD AND
SAN DIMAS CANYON ROAD
FIGURE RM-12**



PHOTO 10. Oak woodland in San Dimas Canyon, La Verne sphere of influence.



PHOTO 9. West on Golden Hills Extension, La Verne on right.



**SCENIC CORRIDORS STUDY
SAN DIMAS CANYON ROAD
FIGURE RM-13**



PHOTO 11. Looking south on San Dimas Canyon Road at the back of Peacock Hill.

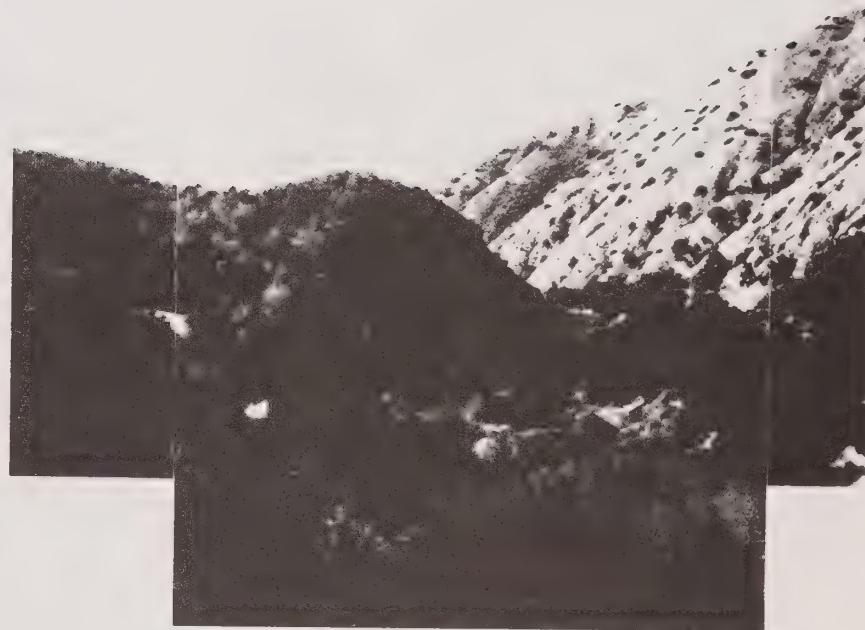
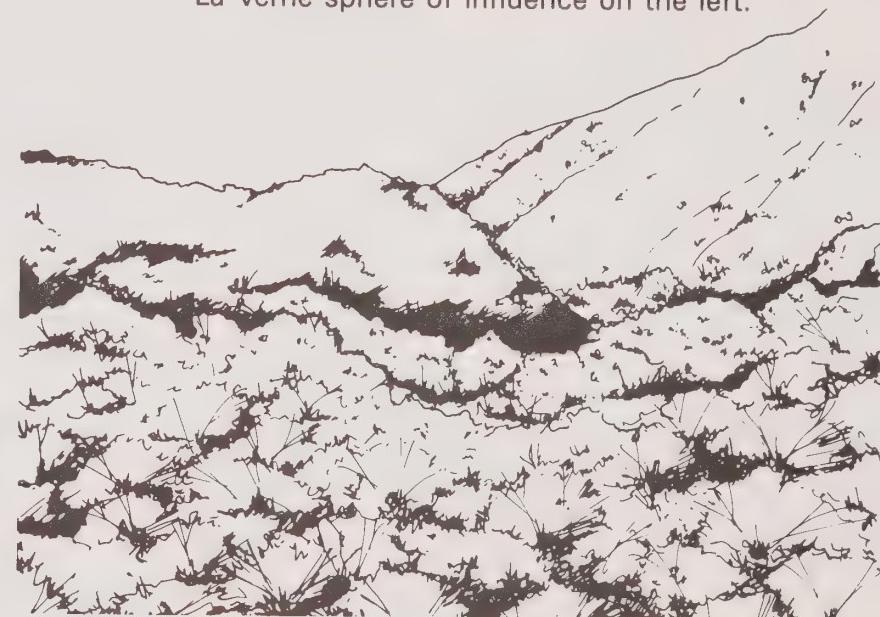
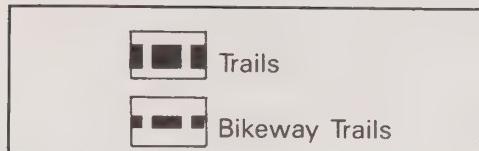


PHOTO 12. Oak woodland in San Dimas Canyon looking south from the dam of the San Dimas Reservoir. La Verne sphere of influence on the left.



MASTER PLAN FOR BIKEWAYS AND TRAILS

FIGURE RM-14



SOURCE: Draft Parks and Recreation Facilities Master Development Program.

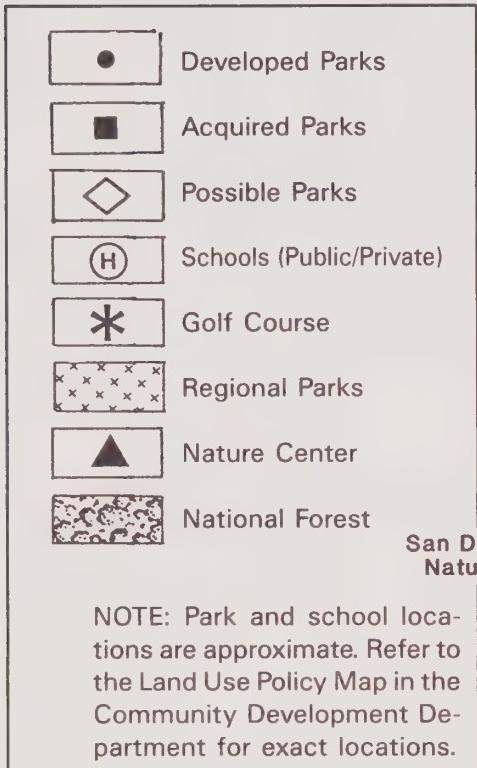


N
0 2000
SCALE FEET

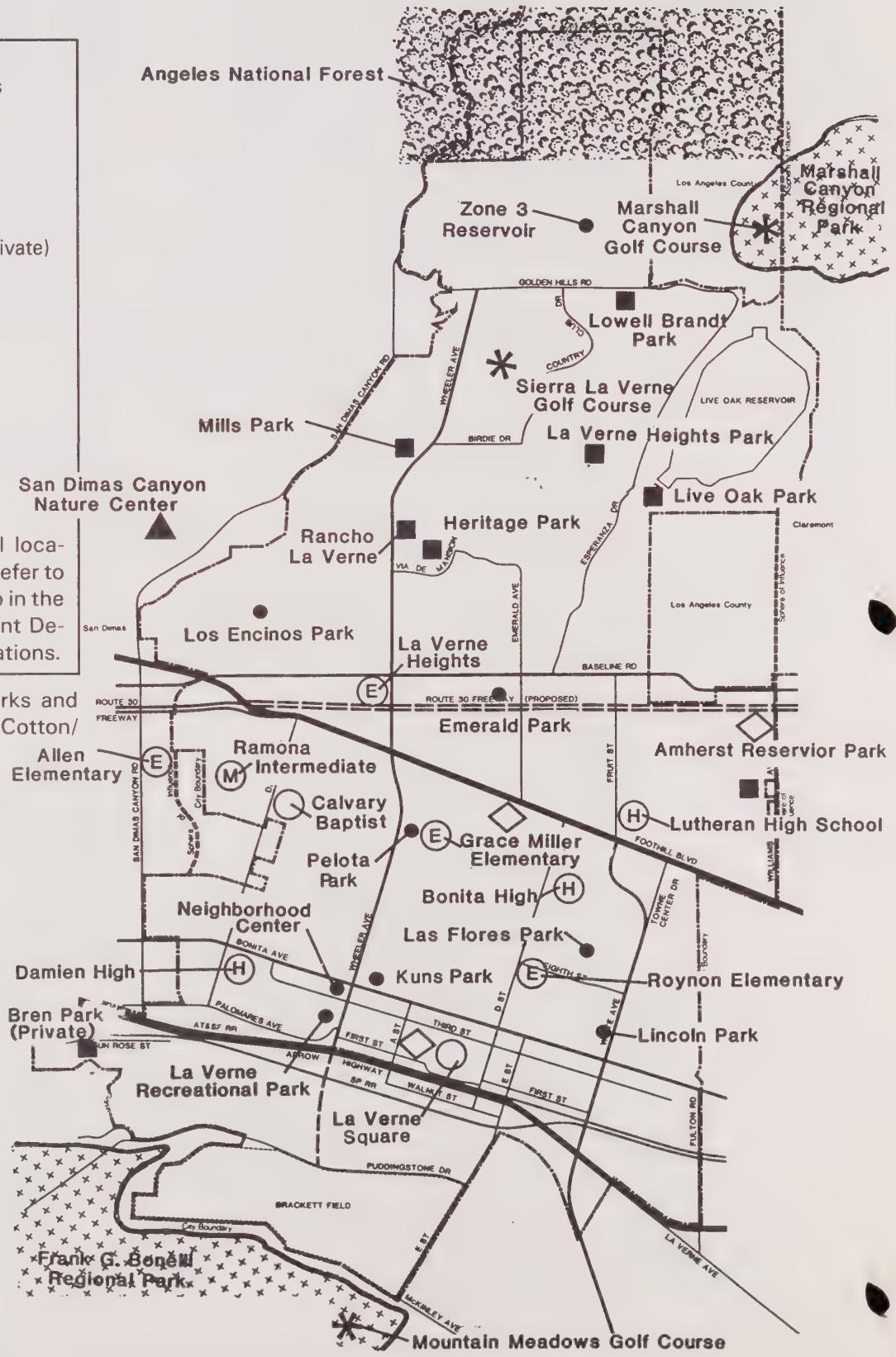
NOTE: Sphere of Influence line subject to adjustment.

MASTER PLAN OF PARKS AND RECREATION FACILITIES

FIGURE RM-15



SOURCE: City of La Verne Parks and Human Services Department; Cotton/Beland/Associates.

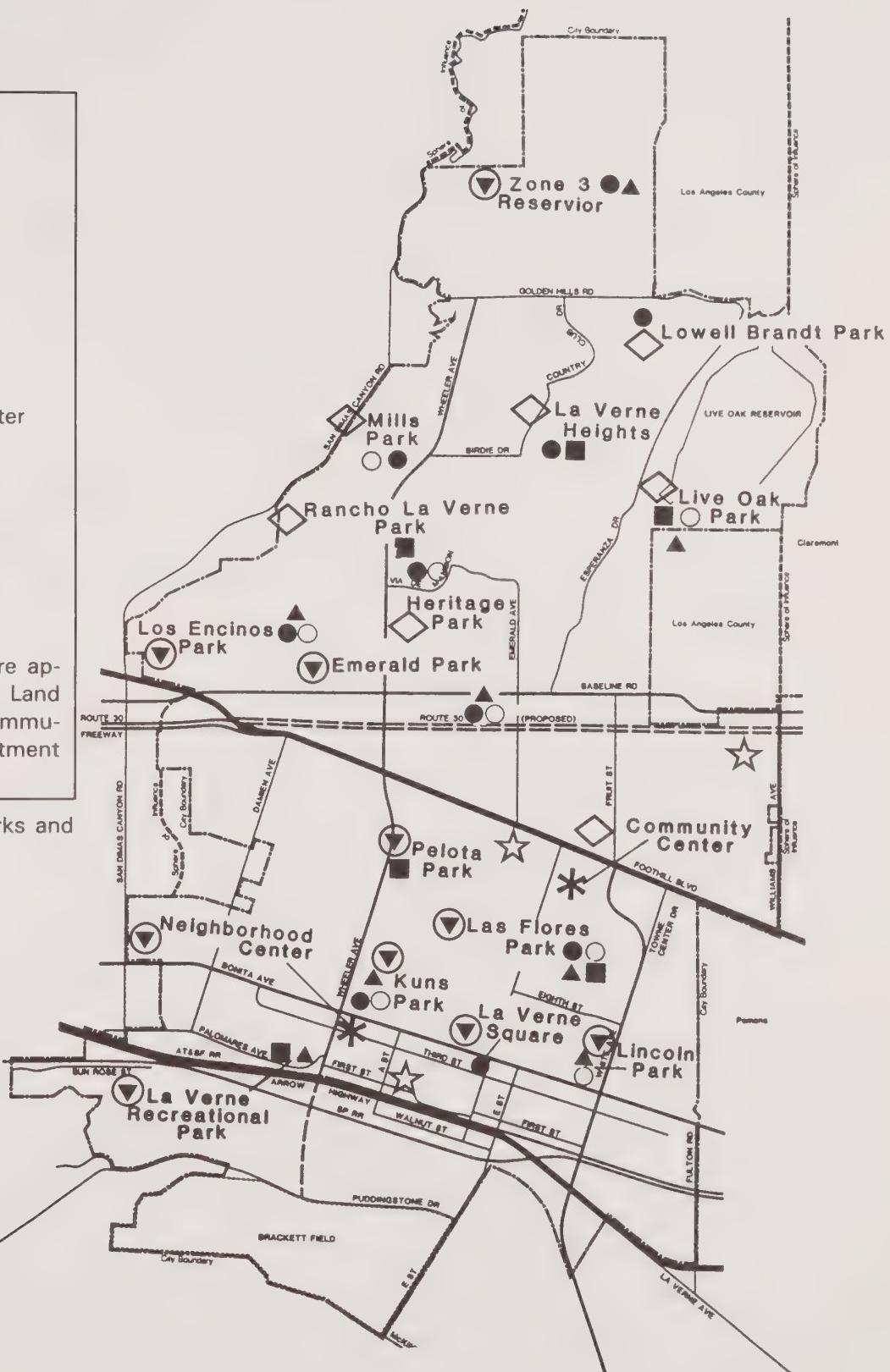


SCALE 0 2000 FEET NOTE: Sphere of Influence line subject to adjustment.

PARK FUNCTION FIGURE RM-16



SOURCE: City of La Verne Parks and Human Services Department.

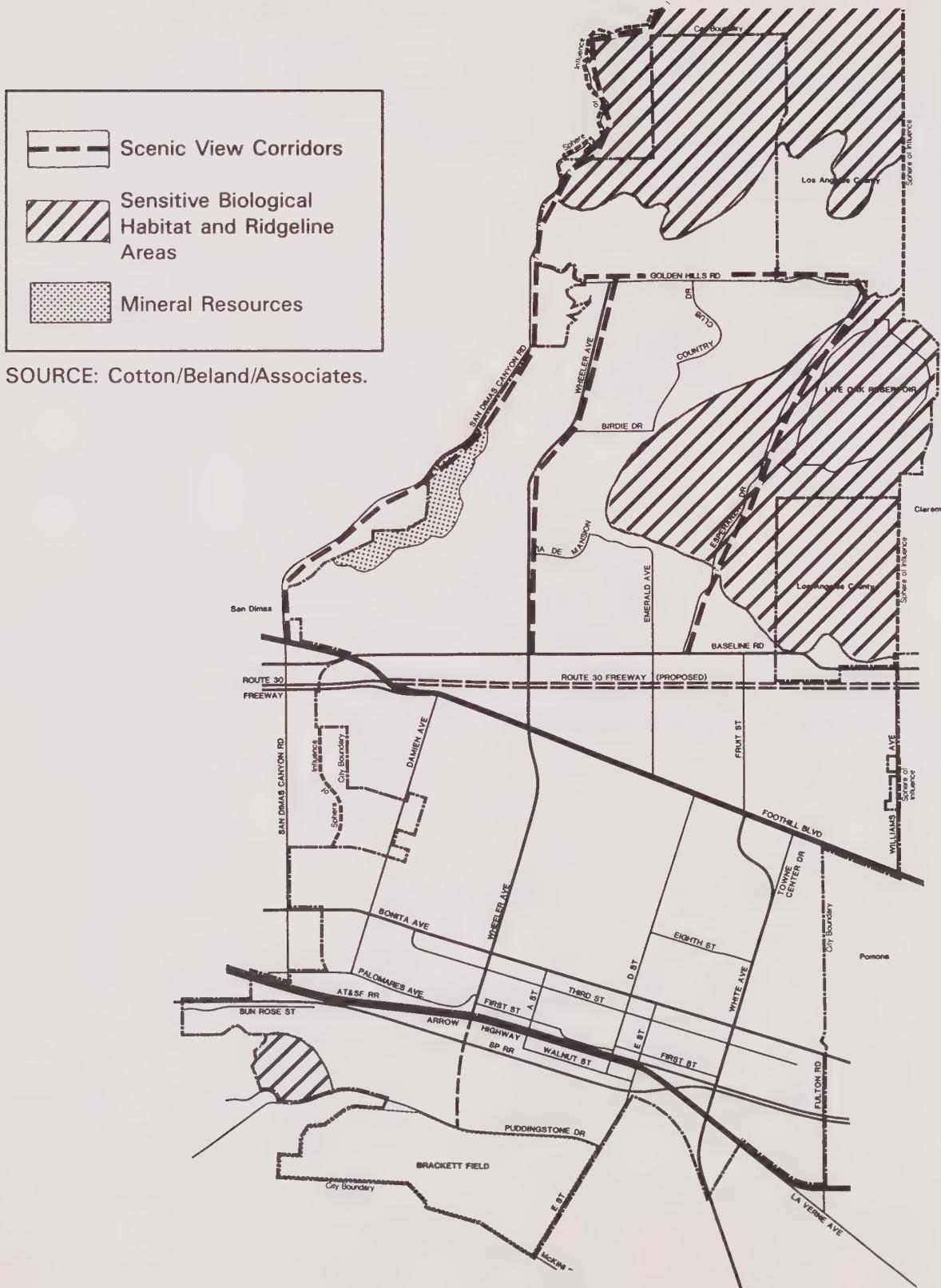


0 2000
SCALE FEET

NOTE: Sphere of Influence line subject to adjustment.

RESOURCE MANAGEMENT POLICY MAP

FIGURE RM-17



SOURCE: Cotton/Beland/Associates.

NOTE: Sphere of Influence line subject to adjustment.

NOISE





NOISE

Originally a quiet rural community, La Verne has become noisier as it has become more developed. Figures N-1 and N-2 show existing noise levels in La Verne, as measured by the CNEL (Community Noise Equivalent Level) method. (This method assigns more importance to nighttime noise, which is generally more disturbing to people than daytime noise.) The key line on the map is the 60 dB CNEL contour. Any proposed residential development inside this line will require special measures to make the indoors comfortable and pleasant.

Section F of the background report provides a description of the noise survey conducted in 1980. The survey identified the following issues:

- When completed, the Foothill Freeway will become the dominant factor affecting the noise environment of La Verne. The completion of the Foothill Freeway as an elevated roadway, as proposed by the State, would markedly and adversely alter noise conditions in a number of residential neighborhoods of La Verne. Figure N-3 shows future noise levels that are anticipated from the development of the freeway.
- Noise from Arrow Highway and Foothill Boulevard impacts the Foothill Corridor and Lordsburg residential neighborhoods nearby. This is expected to become a bigger problem if volumes on these routes increase.
- Although most of the AT & SF rail line passes through industrial areas, the West La Verne and Lordsburg residential neighborhoods are affected by railroad noise.

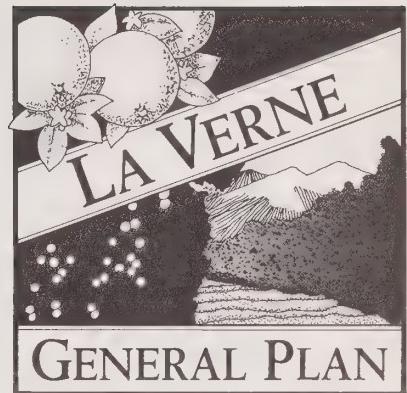
Aircraft noise modestly affects the South La Verne neighborhood adja-

cent to Brackett Field. This area is used for industrial land. Portions of it are now vacant. Although there are no immediate plans to expand operations at Brackett, it is possible for residents to be inconvenienced by single flights from time to time.

- Noise from NHRA Winternationals and other races can be heard more than five miles away. There is great concern about further expansion without proper environmental review. Figures N-2 and N-4 show existing and future (mitigated) dBA levels for the NHRA.
- Refer to Noise Measurement and Standards at the end of this section for a general discussion of noise and definitions of noise measurement.

To a lesser extent, noise from single events, such as noisy parties, local entertainment and sporting events, as well as events scheduled at the Pomona Fairgrounds contribute to the noise environment of La Verne. Because these events are not ongoing, they are not reflected in the CNEL contours on Figures N-1 through N-4. However, existing and future (mitigated) dBA levels for the NHRA are shown on Figures N-2 and N-4.

Goals and policies described in the following section call for maintaining or reducing noise levels throughout the city; ensuring that the freeway is fully depressed along its route through La Verne; minimizing railway noise impact on residential areas; preventing speed limit increases from adversely impacting residents; and coordinating with Fairgrounds officials in planning of future events.



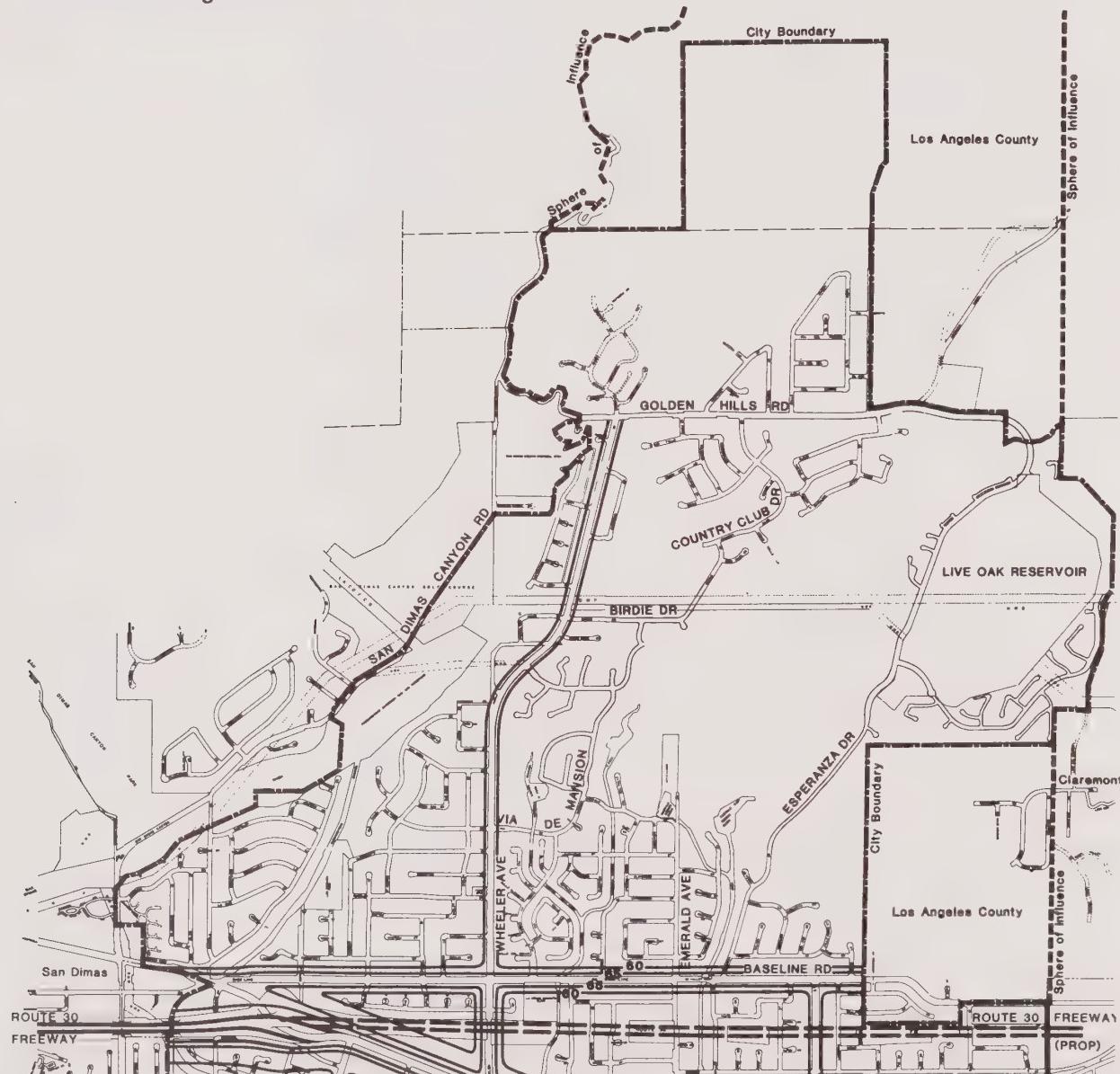
In other regions of the nation, trolleys followed population growth and supplemented development, but in Southern California, the trolley made a tremendous impact on the growth of the area. A town could not survive unless it was on the railroad route. Where the Big Red cars went, real estate developers soon followed.

COMMUNITY NOISE EQUIVALENT LEVEL (CNEL) CONTOURS FOR THE 1980 TRANSPORTATION ACTIVITY NORTH HALF OF THE CITY

FIGURE N-1

 CNEL Noise
Contours

SOURCE: Van Houghton and Associates.

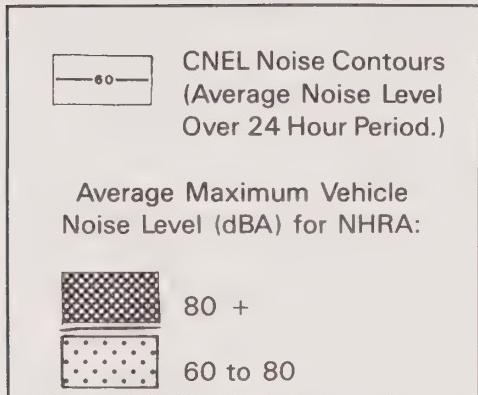


SCALE 0 2000 FEET

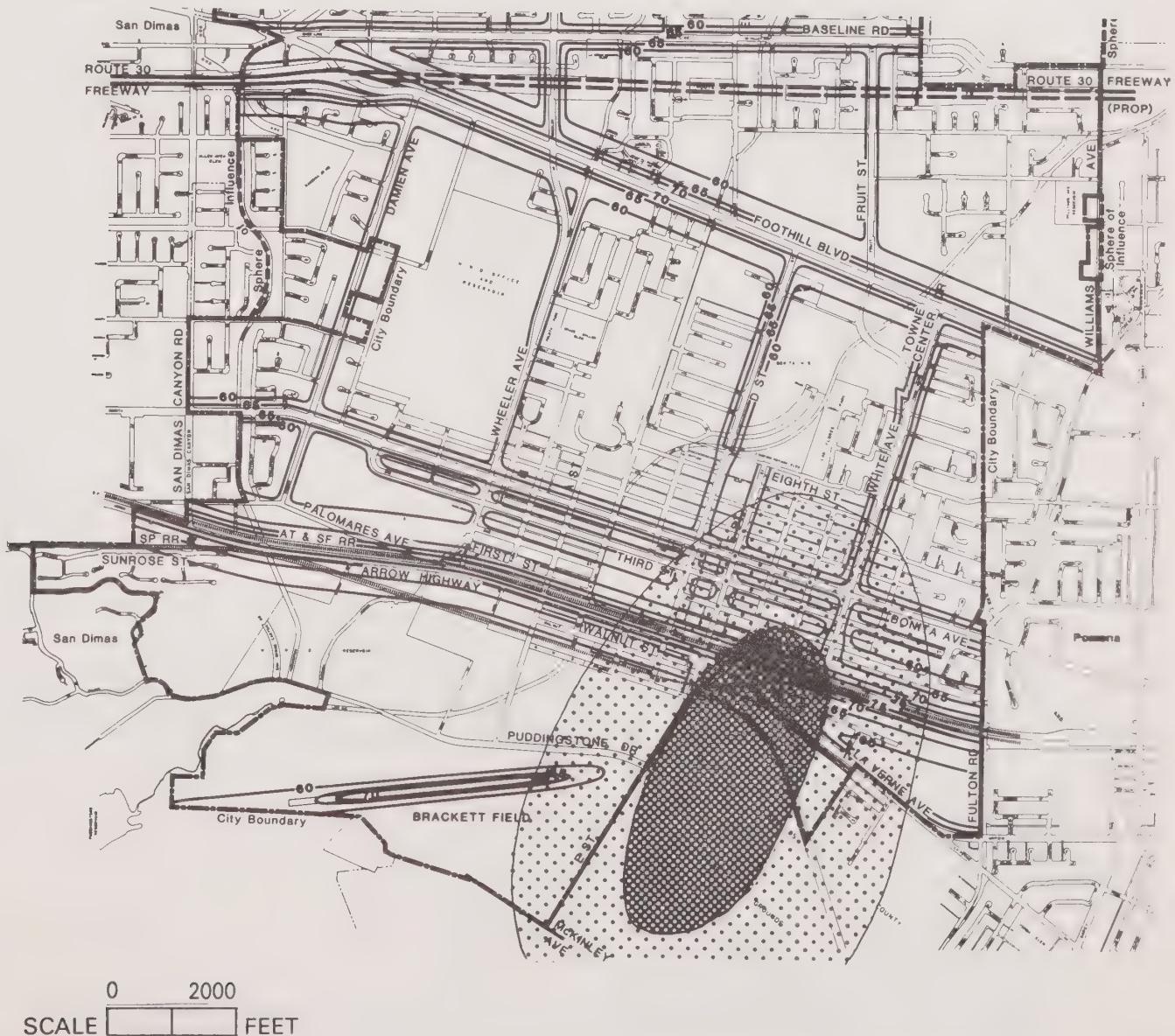
NOTE: Sphere of Influence line subject to adjustment.

COMMUNITY NOISE EQUIVALENT LEVEL (CNEL) CONTOURS FOR THE 1980 TRANSPORTATION ACTIVITY SOUTH HALF OF THE CITY

FIGURE N-2



SOURCE: Gordon Bricken and Associates; Cotton/Beland/Associates.

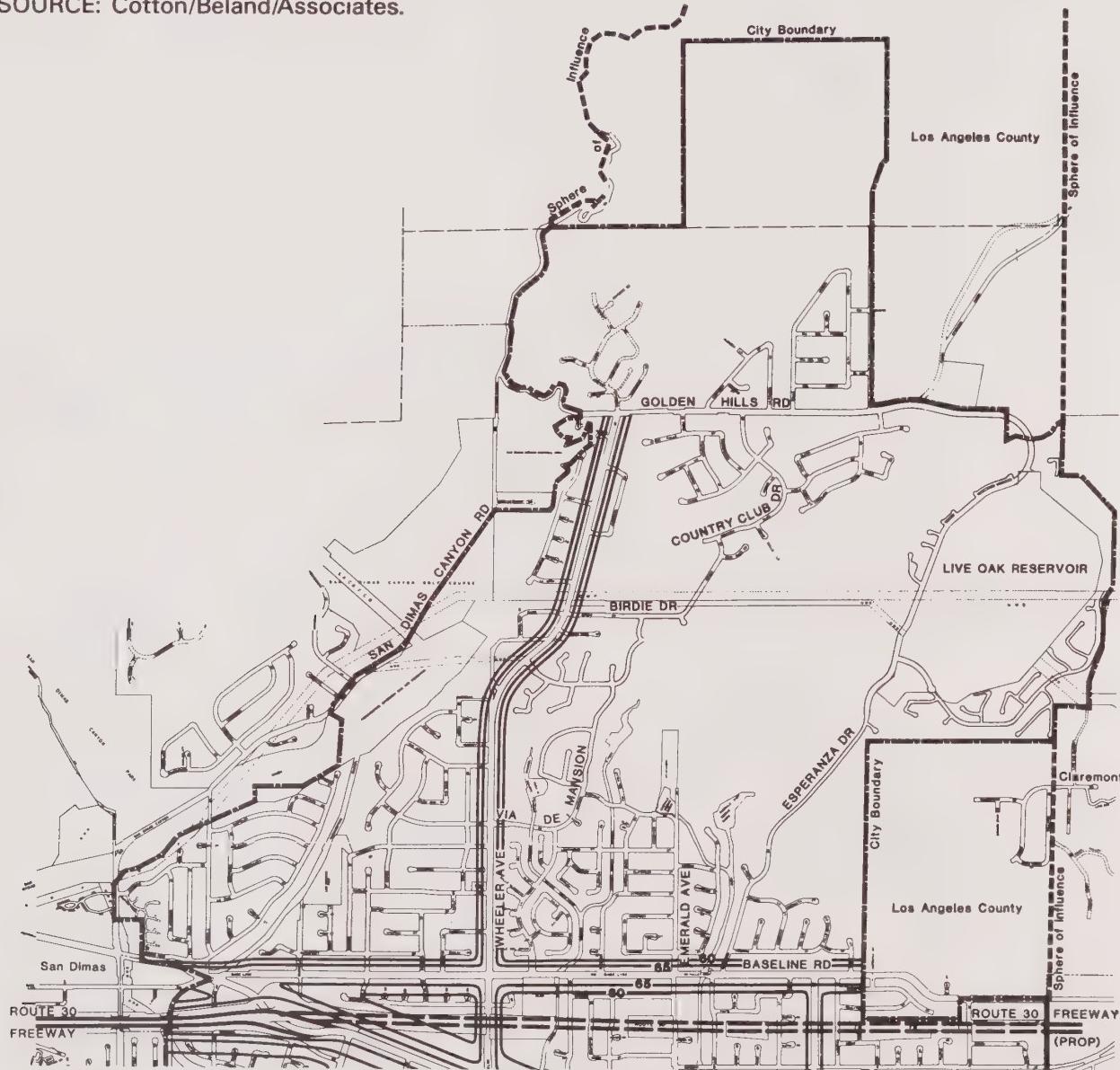


COMMUNITY NOISE EQUIVALENT LEVEL (CNEL) CONTOURS FOR THE 1990/1995 TRANSPORTATION ACTIVITY NORTH HALF OF THE CITY

FIGURE N-3

 CNEL Noise Contours

SOURCE: Cotton/Beland/Associates.

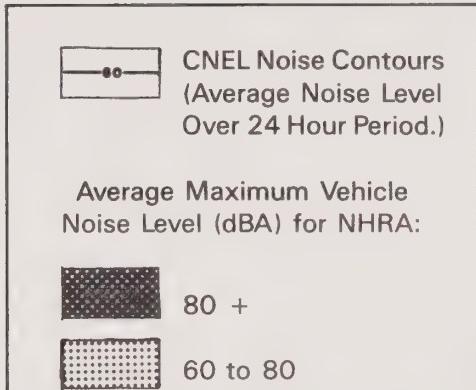


SCALE  FEET

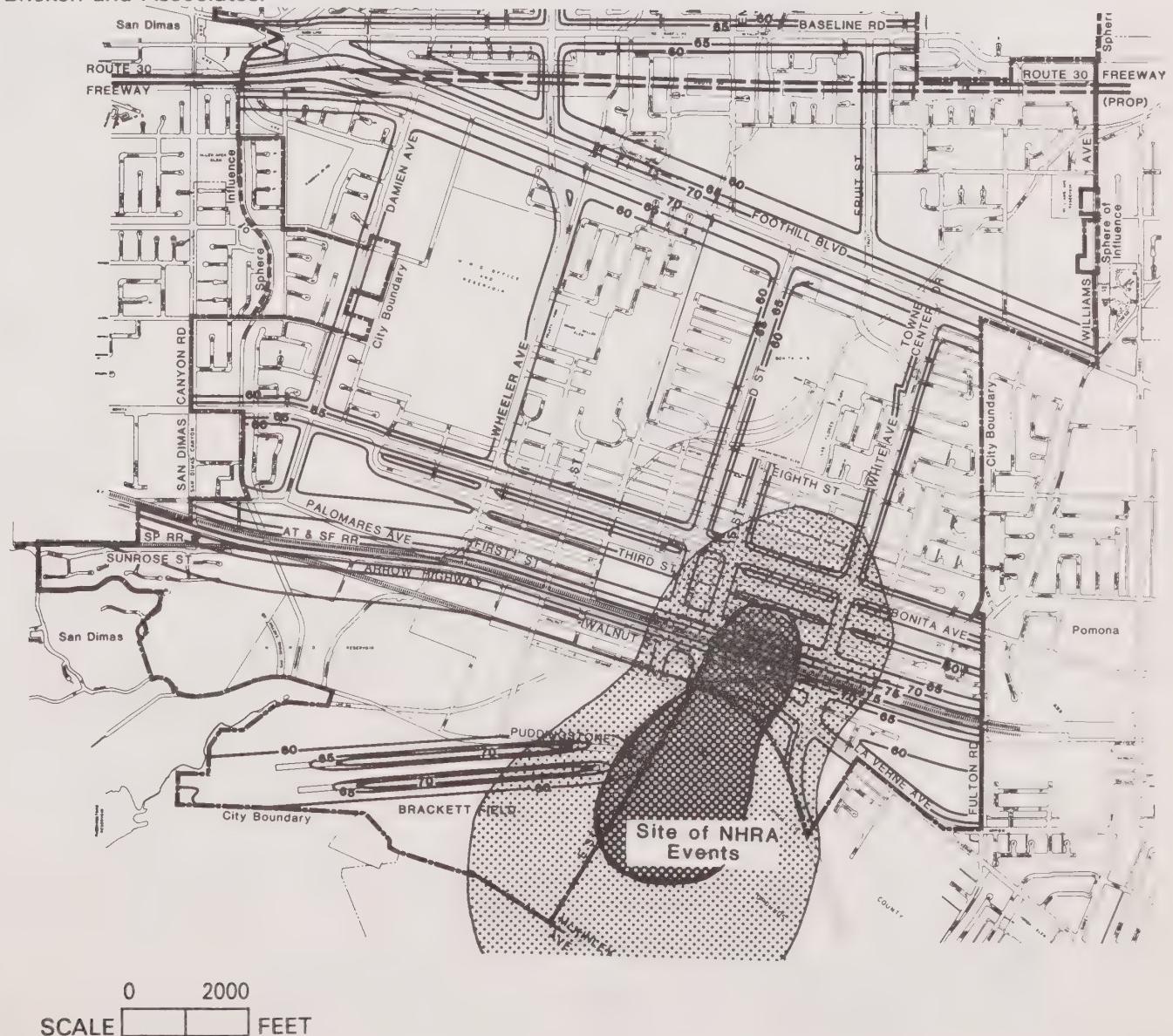
NOTE: Sphere of Influence line subject to adjustment.

COMMUNITY NOISE EQUIVALENT LEVEL (CNEL) CONTOURS FOR THE 1990/1995 TRANSPORTATION ACTIVITY SOUTH HALF OF THE CITY

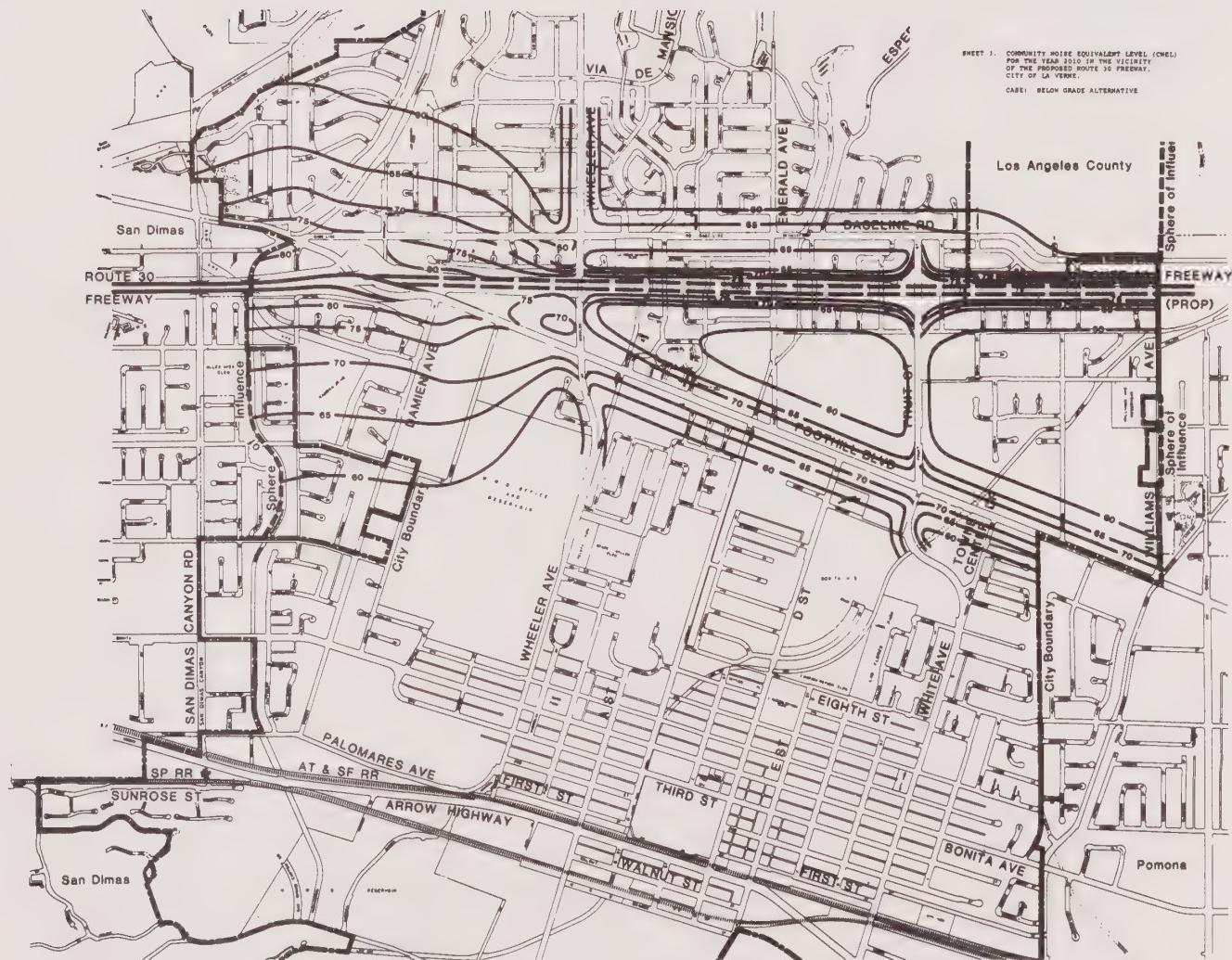
FIGURE N-4



SOURCE: Cotton/Beland/Associates;
Gordon Bricken and Associates.



**COMMUNITY NOISE EQUIVALENT LEVEL
(CNEL) CONTOURS FOR THE YEAR 2010
ROUTE 30 FREEWAY
BELOW GRADE ALTERNATIVE
FIGURE N-5**



0 2000
SCALE FEET

SOURCE: Van Houghton and Associates.

Goals and Policies

The following goals and policies were developed to address noise issues citywide:

ISSUE: Increases in general noise levels are slowly changing the quiet noise environment of La Verne.**1. GOAL:** Maintain or reduce noise levels throughout the city.**POLICIES:**

The City shall:

- 1.1** Establish the land use compatibility criteria which are shown in Table N-1. Establish interior and exterior noise standards which are shown in Table N-2.
- 1.2** Require all new residential construction in areas with an exterior noise level greater than 60 dB to include sound attenuation measures that reduce interior noise levels to the standards shown in Table N-2. Sound attenuation measures include:
 - sound walls
 - double glazing
 - siting
 - facade treatment
- 1.3** Maintain a technical resource for builders, developers and homeowners which discusses a variety of sound attenuation measures, the amount of noise reduction each produces and how to combine them to meet City requirements.
- 1.4** Consider the noise of a proposed project in both absolute and relative terms. A proposed project will be considered to have a significant adverse impact on the environment if the expected noise increase exceeds 5 dB, even though it may not exceed the standard in Table N-2. Sound attenuation measures will be required as a condition of approval.

1.5 Require stringent mitigation measures to limit construction noise for all new projects. Establish a graduated system of fines for violations which increase in severity with each offense.

1.6 Enforce provisions of the City's noise ordinance, particularly those dealing with noisy disturbances in residential areas.

ISSUE: The Foothill Freeway, when completed, will be the major noise generator in La Verne.**2. GOAL:** Ensure that the freeway is fully depressed along its entire route through the City of La Verne.**POLICIES:**

The City shall:

- 2.1** Coordinate with Caltrans in planning and design of the freeway.
- 2.2** Insist upon full depression of the freeway along its entire length through the City of La Verne. The City shall communicate this position both to Caltrans and to elected officials who represent the City at both the state and national level.
- 2.3** Insist on installation of noise reduction walls before the freeway is opened to traffic.
- 2.4** Encourage installation of double glazing, dense landscaping and other noise reduction measures by homeowners along the proposed freeway route. Require such measures in new construction. Residential construction in areas with an average decibel level greater than 60 dB shall use sound attenuation measures that reduce interior noise levels to a maximum of 45 dB.
- 2.5** Require that such measures be taken for all residential construction in the freeway noise impact area, both for entirely new structures and for renovations, remodels and building additions.
- 2.6** If the freeway is elevated through La Verne as now proposed, encourage relocation of existing noise-sensitive

uses within the 65 dB contour. These noise sensitive uses include mobile homes, churches, libraries, and school classrooms. The City shall prohibit new development of such uses adjacent to the freeway.

- 2.7 Work with the railroad to install rubberized railroad crossings at the expense of the railroad.
- ■ ■

Goals and Policies

The following goals and policies address noise issues specific to certain neighborhoods in La Verne.

ISSUE: Railway noise from the Atchinson, Topeka and Santa Fe line affects portions of the West La Verne and Lordsburg residential neighborhoods.

3. **GOAL:** Minimize railway noise impact on residential areas.

POLICIES:

The City shall:

- 3.1 Encourage Atchinson, Topeka and Santa Fe Railroad to schedule trains during daylight hours where possible.
- 3.2 Require noise attenuation measures for all residential construction in neighborhoods affected by the 60 dB CNEL railroad noise contour. Sound attenuation measures shall reduce interior noise to a maximum of 45 dB. These measures shall be taken for all residential construction in the railroad noise impact area, both for entirely new structures and for renovations, remodels and building additions.

ISSUE: Noise along arterial streets will increase as traffic volumes grow and speed limits are raised.

4. **GOAL:** Prevent increases in traffic-related noise from adversely impacting residences.

POLICIES:

The City shall:

- 4.1 Monitor sound levels in the neighborhoods which are most likely to be affected by increased traffic volumes and speed limits.
- 4.2 Incorporate sound attenuation measures into building requirements for residential construction if noise increases are significant. These measures will be the same as those for freeway and railroad noise above.

ISSUE: Noise from events such as the NHRA Winternationals spills over into surrounding areas.

5. **GOAL:** Coordinate with fairgrounds officials in planning of future events to minimize frequency and amount of noise spillover.

POLICIES:

The City shall:

- 5.1 Encourage fairgrounds officials to schedule high noise generating events during the day when possible, taking into account nearby church and school activity hours.
- 5.2 Execute an environmental mitigation agreement that limits NHRA to two events, not exceeding eight days total, per year.
- 5.3 Oppose future changes to NHRA operations without a full EIR.
- 5.4 Encourage fairgrounds officials to apply noise mitigation measures outlined in the *Comprehensive Sound Management Plan for Pomona Raceway* including the installation of sound attenuating walls near the tower and along "E" Street (the design of the walls to be approved by the city).
- 5.5 Encourage fairgrounds officials to relocate or change the direction of the drag races.

ISSUE: Noise from Brackett Field moderately affects the areas beneath the approach and departure pattern.

6. GOAL: Maintain noise from Brackett Field at its current level.

POLICIES:

The City shall:

- 6.1** Communicate with Los Angeles County to monitor expansion plans.
- 6.2** Require that all development at Brackett Field adhere to a master plan (to be reviewed by the City) and the county noise ordinance.

ISSUE: The completion of the Foothill Freeway as an elevated roadway would markedly and adversely alter noise conditions in a number of residential neighborhoods in La Verne.

7. GOAL: Minimize freeway noise impact on residential areas, not exceeding the City's and Los Angeles County's exterior and interior maximum residential noise levels.

POLICIES:

The City shall:

- 7.1** Encourage Caltrans to develop a range of sound attenuation alternatives. Sound walls should not be the only mitigation measure presented or available.
- 7.2** Encourage Caltrans to decrease exterior noise levels to the City's and the County's standard of 65 dB(A). Caltrans' current standard is 67 dB(A).
- 7.3** Encourage Caltrans to keep interior residential noise levels below the City's and the County's standard of 45 dB(A) by:
 - Retrofitting existing residences with double-glazed windows and sound insulation.
 - Placing the freeway below grade.

- Acquiring additional right of way to provide a buffer between the freeway and the houses.

■ ■ ■

Implementation Measures

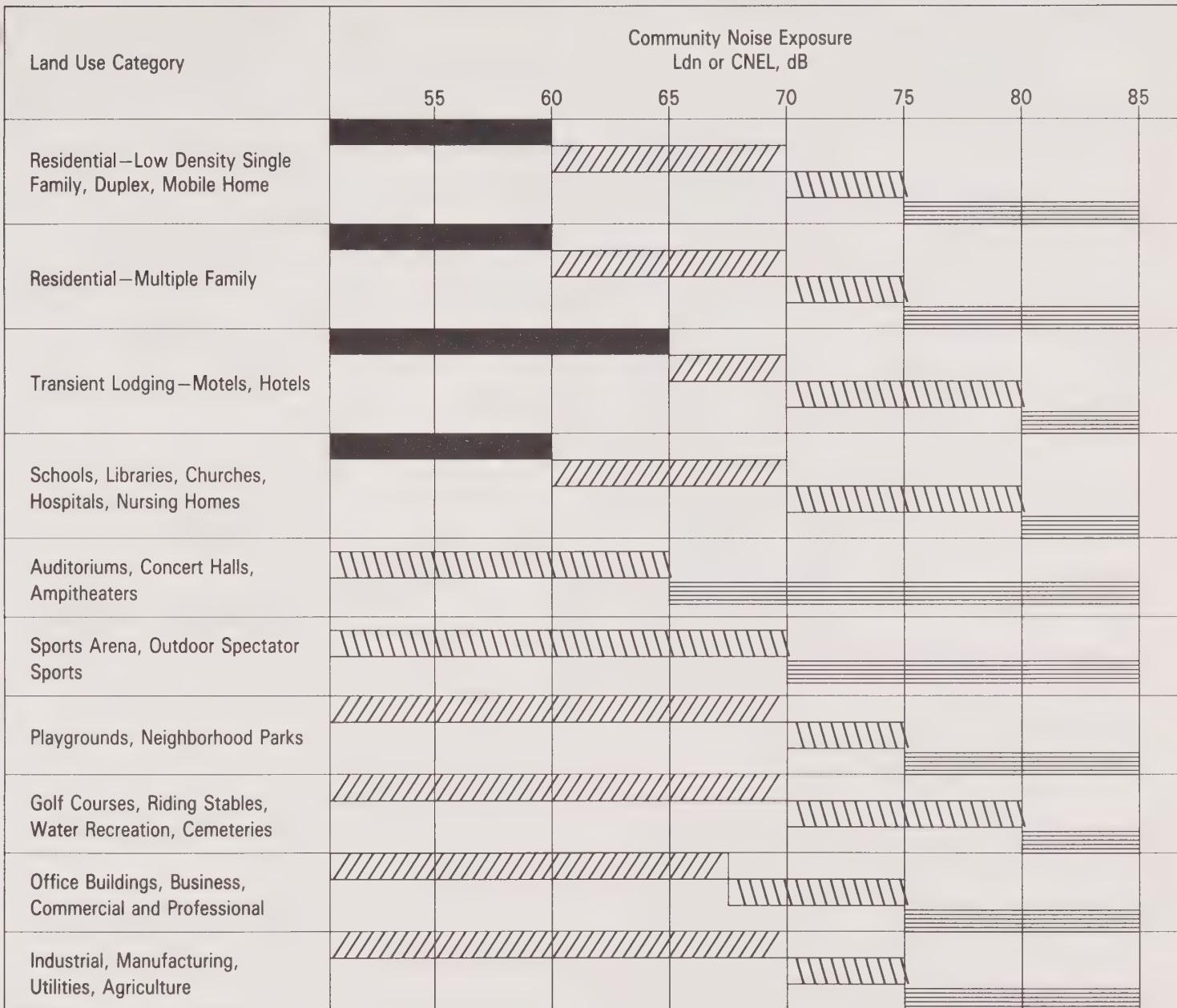
- 1. IMPLEMENTATION MEASURE:** Enact a noise ordinance that will contain land use compatibility criteria, exterior and interior noise standards, and criteria for absolute and relative change in noise levels for new development.
- 2. IMPLEMENTATION MEASURE:** Monitor and enforce existing speed limits. Enforce motor vehicle codes requiring adequate mufflers on all types of vehicles traveling through the city.
- 3. IMPLEMENTATION MEASURE:** Through the building department, develop and maintain a report that identifies sound attenuation measures, the amount of noise reduction each produces and how to combine them to meet city requirements.
- 4. IMPLEMENTATION MEASURE:** Require that new commercial or industrial projects or proposed expansions of existing commercial and industrial uses which abut residential uses provide noise barriers to protect residents. Require that new multi-family projects which abut single-family uses provide noise barriers to protect adjacent areas.
- 5. IMPLEMENTATION MEASURE:** Prepare a flyer or brochure as well as using the city newsletter, to inform residents of the legal limitations on the most common sources of noise—dogs, radios, loud parties, etc.—the responsibility of citizens to limit noise, how to complain about noise and the duty of the police when called to the scene of a noisy event.
- 6. IMPLEMENTATION MEASURE:** Communicate with Caltrans on a regular basis to coordinate in planning and design of the freeway.



The Southern Pacific Railroad purchased the Red Car track in the 40's and demolished the La Verne station. They called it "progress."

7. **IMPLEMENTATION MEASURE:**
Communicate with the Southern Pacific and the Atchinson, Topeka, and Santa Fe (AT & SF) railroads on a yearly basis to check the train schedules and encourage the scheduling of trains during daylight hours where possible.
8. **IMPLEMENTATION MEASURE:**
Work with the railroads to identify railroad crossings that need rubberization. Negotiate with the railroad for installation of the rubberized crossings at the expense of the railroad.
9. **IMPLEMENTATION MEASURE:**
Meet with fairgrounds officials on a regular basis to obtain updates on future events and encourage noise control considerations when planning events.
10. **IMPLEMENTATION MEASURE:**
Communicate with Los Angeles County on a regular basis to monitor expansion plans.
11. **IMPLEMENTATION MEASURE:**
Work with Los Angeles County fairgrounds officials to implement noise control measures and update those measures as needed in the Comprehensive Sound Management Plan for Pomona Raceway.
12. **IMPLEMENTATION MEASURE:**
Establish a loan or grant program for low- and moderate-income households who need retrofitting of their homes for noise attenuation. The program would be for low- and moderate-income households who live in an area that has an average decibel level of 65 db(A). Loans and grants could be provided with CDBG funds and general funds.

Table N-1
State of California Noise and Land Use Compatibility Guidelines



Normally Acceptable

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable

New construction or development should generally not be undertaken.

SOURCE: Cotton/Beland/Associates. Modified from U.S. Department of Housing and Urban Development and State of California guidelines.

Table N-2
Sound Levels and Loudness of Illustrative Noises in Indoor and Outdoor Environments

db(A)	Over-All Level (Sound Pressure Level Approx 0.002 Microbar)	Community (Outdoor)	Home or Industry (Indoor)	Loudness (Human Judgement of Different Sound Levels)
130	UNCOMFORTABLY	Military Jet Aircraft Take-Off with After-Burner from Aircraft Carrier @ 50 Ft. (130)	Oxygen Torch (121)	120 dB(A) 32 Times As Loud
120	LOUD	Turbo-Fan Aircraft @ Takeoff Power @ 200 Ft. (118)	Riveting Machine (110) Rock-N-Roll Band (108-114)	110 dB(A) 16 Times As Loud
110	VERY	Jet Flyover @ 1000 Ft. (103) Boeing 707, DC-8 @ 6080 Ft. Before Landing (97) Bell J-2A Helicopter @ 200 Ft. (100)		100 dB (A) 8 Times As Loud
100	LOUD	Power Mower (96) Boeing 737, DC-9 @ 6080 Ft. Before Landing (97) Motorcycle @ 25 Ft. (90)	Newspaper Press (97)	90 dB (A) 4 Times As Loud
90		Car Wash @ 20 Ft. (89) Prop. Plane Flyover @ 1000 Ft. (88) Diesel Truck, 40 MPH @ 50 Ft. (84) Diesel Train, 45 MPH @ 100 Ft. (83)	Food Blender (88) Milling Machine (85) Garbage Disposal (80)	80 dB (A) 2 Times As Loud
80	MODERATELY LOUD	High Urban Ambient Sound (80) Passenger Car, 65 MPH @ 25 Ft. (77) Freeway @ 50 Ft. from Pavement Edge. 10 A.M. (76 ± 6)	Living Room Music (76) TV-Audio, Vacuum Cleaner (70)	70 dB (A)
70		Air Conditioning Unit @ 100 Ft. (50)	Cash Register @ 10 Ft. (65-70) Electric Typewriter @ 10 Ft. (64) Dishwasher (Rinse) @ 10 Ft. (60) Conversation (10)	60 dB (A) ½ As Loud
60	QUIET	Large Transformer @ 100 Ft. (50)		50 db (A) ¼ As Loud
50		Bird Calls (44) Lower Limit Urban Ambient Sound (40)		40 dB (A) ⅛ As Loud
40	JUST AUDIBLE	{db(A) Scale Interrupted}		
10	THRESHOLD OF HEARING			
0				

SOURCE: Reproduced from Melville C. Branch and R. Dale Beland, *Outdoor Noise in the Metropolitan Environment, Published by the City of Los Angeles, 1970, p. 2.

TECHNICAL SUPPLEMENT

Noise Measurement and Standards

Noise is caused by vibrations in the air pressure around its steady-state atmospheric level. Such vibrations in the case of noise (unwanted sound), are characterized by rapidly changing frequencies and sound pressures. Human hearing is most sensitive to sounds between 500 and 10,000 cycles per second; however, the average hearing will pick up frequencies from about 20 cycles per second to 20,000 cycles per second or hertz (Hz), and sound pressures from about 0.0002 microbars to 2,000 microbars, a ratio of ten million to one.

Noise levels may be described using a number of methods designed to evaluate the "loudness" of a particular noise. The most commonly used units for measuring the level of sound is the decibel (dB), Equivalent Noise Level (Leq), and the Community Noise Equivalent Level (CNEL). The sound level criteria most often used in California is the Equivalent Noise Level (Leq) and the Community Noise Equivalent Level (CNEL).

The decibel scale is designed so that an increase of the units on the scale represents a tenfold (logarithmic) increase in sound energy and approximately a doubling of prescribed loudness. The decibel scale is standardized to a reference pressure so that the threshold of human hearing is approximately 0 dB and the threshold of potential eardrum rupture is 140 dB.

The Equivalent Noise Level (Leq) is the average of the sound level energy for a one-hour period and employs an A-weighted decibel correction which corresponds to the optimal frequency response of the human ear.

Noisiness, as opposed to loudness, is subjective, a reflection of annoyance, and so is not measured will using a dBA scale alone. Only tests of actual human reactions to noise in any specific environment could best monitor annoyance. Without performing such tests, scales measuring noise over

a length of time have been developed to correspond to the human reaction to noise.

In order to better relate noise levels to human response, energy-averaged noise levels are weighted to account for increased sensitivity in evening and nighttime hours. The Community Noise Equivalent Level (CNEL) accounts for this sensitivity by adding 5 decibels to sound levels in the evening between 7:00 p.m. and 10:00 p.m. and adding 10 decibels to sound levels in the night between 10:00 p.m. and 7:00 a.m. This weighting relates noise measurements to observed community reaction and is one of two sound level measurements accepted by the State for use in the general plan.

The other accepted method is a day-night average level, or L(dn) which, like CNEL, is a 24-hour A-weighted energy equivalent level. The L(dn), however, only weights the sound levels between 10:00 p.m. and 7:00 a.m. with a 10 decibel addition, but does not weight sound levels between 7:00 p.m. and 10:00 p.m. as in the case of the CNEL. For most environmental noise situations, $CNEL = L(dn) + 0.5 \text{ dB}$.

Effects of Noise

Noise measurements are meaningless without an understanding of the relationship to human sensitivity. The human response to noise is varied and extremely complex. Noise effects have been divided and described in terms of physiological effects, behavioral effects, and subjective effects.

Physiological effects include both temporary effects such as startle reactions and temporary hearing threshold shifts, along with enduring effects such as those from prolonged sleep loss or permanent hearing damage. Behavioral effects involve interference with ongoing activities such as speech, learning, listening, or distraction from the performance of various tasks. Subjective effects are a combined result of behavioral and physiological effects and are described in such terms as "annoyance", "nuisance", "disturbance", or "dissatisfaction."

The Environmental Protection Agency (EPA), after reviewing numerous studies, has reported that permanent noise-induced hearing threshold losses of greater than 5 dBA can occur when the L(eq) during an 8-hour period each day exceeds 75 dBA or when the 24-hour L(eq) exceeds 70 dBA.

The EPA also reported the maximum level to protect the vast majority of the population from interference with speech or other activity outdoors at an L(dn) of 55 dBA and indoors at an L(dn) of 45 dBA. Since evening and nighttime noises are relatively much lower than daytime noises for these groups, L(dn) and CNEL measurements correspond closely to the 24-hour L(eq).

Activity, or land use, also is a factor in sensitivity to noise. Hospitals are particularly sensitive as noise could prevent sleep, and therefore for many patients, noise could prevent a quick recovery. As sleep is a primary activity in residences, taking up approximately one-third of the day, these land uses are also sensitive to noise. Noise can distract from reading, studying, and listening, making schools and libraries vulnerable to noise intrusion.

Noise is tolerated to a much greater extent in commercial and industrial areas, where

it does not interfere with human activities as much. Table N-1 illustrates guidelines for land-use compatibility with noise levels as established by the State Office of Noise Control.

Noise and Land use Standards

The standards for noise and land use vary considerably, depending on their type and nature. Table N-1 categorizes noise levels according to whether a particular noise level is acceptable. Noise exposure is "normally acceptable" if the level of exposure does not require any special noise insulation or special construction techniques to reduce interior noise levels. The maximum noise level considered to be normally acceptable for single-family residential development is 60 dBA and for multiple-family development, 65 dBA.

The state also provides additional standards through the implementation of the State Noise Insulation Standards. These standards apply to new multiple-family residential development located in areas exposed to ambient noise levels that exceed 60 dB (CNEL or Ldn.) New multiple-family development in these areas must reduce exterior to interior noise levels through insulation, construction, or design.

CULTURAL RESOURCES





CULTURAL RESOURCES

Knowledge of La Verne's history provides us with a context in which we can understand and appreciate the city's cultural resources.

Although many buildings survive from the early 20th century, there is very little remaining in La Verne from before 1900. The handful of 19th century buildings includes a few of the original buildings on the campus of the University of La Verne. Most of the others are residences from the original Lordsburg settlement, now known as Oldtown La Verne. The oldest structure in La Verne is believed to be the Carrion adobe (built in the 1860s), located on Puddingstone Drive near Brackett Field.

By 1900, the Gabrielino Indians, whose numbers had declined as more settlers arrived, ceased to exist as a separate ethnic group. A few archaeological sites, primarily in the hills, are all that now remain in La Verne of their culture.

Section H of the background report provides a more detailed description of La Verne's cultural resources than is presented here.

Members of the community take a strong interest in the preservation of historic buildings and sites. The two organizations which are most prominent in this endeavor are SOLVE (Save Old La Verne) and the La Verne Historical Society. The Society and the city have completed an inventory of historic resources in the old downtown area, the first conducted in La Verne. This survey has documented a wealth of historic resources which have survived in the city, including several structures eligible for the National Register of Historic Places. Locally important buildings include numerous California bungalows in fine

condition in their original neighborhood setting. Figure CR-1 shows the location of historically significant structures in the city. Many of these buildings are clustered together in areas or districts. Table CR-1 lists buildings that may be eligible for the National Register or for designation as State Landmarks.

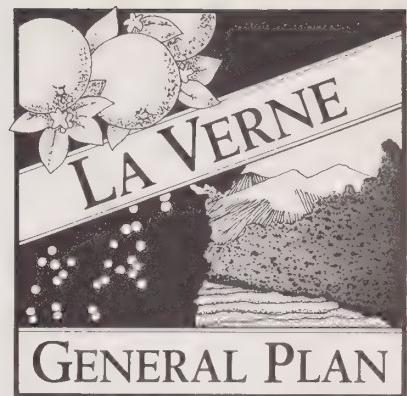
The most important historic preservation issues facing La Verne are:

- The city has a wealth of historic structures which play an important part in its history.
- There are many structures which are not only individually noteworthy but collectively important.
- Materials pertaining to the history of La Verne are scattered and not easily available.
- A few archaeological sites are all that remain in La Verne of the Gabrielino Indian culture. These are listed in Table CR-2.

Encouraging preservation through a landmarks ordinance, providing for adaptive reuse of historic buildings, identifying significant districts, and creating an archive about La Verne's history are all goals and policies that can address these issues. These goals and policies are described in the following section.

Citywide Goals and Policies. The following goals and policies were developed to address cultural resources issues citywide.

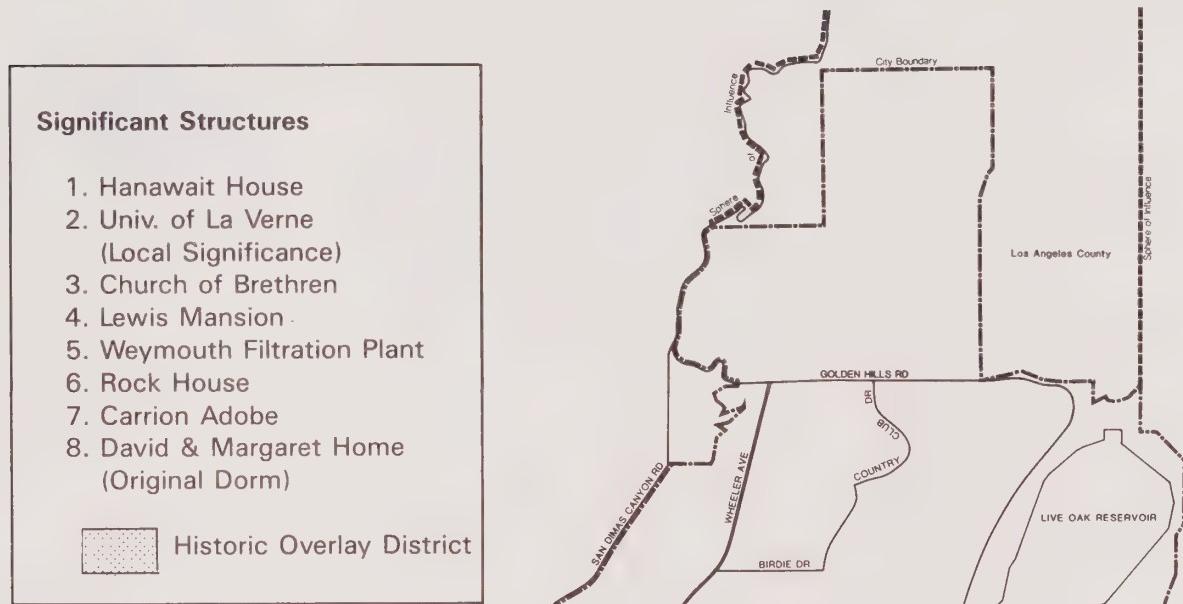
ISSUE: The city has a wealth of historic structures which play an important part in its history.



"La Verne's Elected Officials Reflect Her Character." Names of the first elected officials in 1906 are familiar today: Kuns, Hanawalt, Lewis, Huff, Williams, McClellan and Miller.

CULTURAL RESOURCES POLICY MAP

FIGURE CR-1



SOURCE: City of La Verne.



1. GOAL: Preserve these resources by requiring preservation and encouraging appropriate rehabilitation.

POLICIES:

The City shall:

1.1 Enact a cultural resources ordinance containing, but not limited to, the following items:

- Provisions governing infill, demolition and relocation practices on or adjoining historically or architecturally significant properties.
- Provisions for temporary stays of demolition allowing the City to consider and implement alternatives prior to issuance of a demolition permit.
- Standards for identification of the following types of cultural resources:

a. Structures Eligible for the National Register of Historic Places—are districts, sites, buildings, structures and objects of significance in American history, architecture, archaeology, and culture that possess integrity of location, design, setting, materials, workmanship and feeling.

b. Structures Eligible for State Registered Landmark Status—are structures that contribute in a unique way to the history and heritage of the State.

Several categories may determine landmark status, such as architectural, religious, influential individuals and other comparable categories.

c. Locally Significant Structures—are structures, places, or historic sites that are individually significant to La Verne's history and heritage. They may be located anywhere in the City.

d. District—are structures, groups of structures, historic sites or features, design components, natural features and landscape architecture that contribute to the historic or community feel or are significant to an area's historic feel. All district significant structures must be located within the Historic Overlay Zone; however, all structures in this area are not necessarily significant to the district.

▪ Procedures for inventory, identification, documentation and protection of historic resources.

▪ Standards and incentives encouraging the adaptive use and mixed use of significant cultural resources.

▪ Procedures for quick response in the event that fire, flood, quake or other disaster damages a significant cultural resource or its contents.

1.2 Adopt Table CR-1, documenting those structures potentially eligible for the National Register of Historic Places and State Landmark Status.

1.3 Follow through on documentation of structures eligible for the National Register and complete the nomination process.

1.4 Maintain current information about tax credits and other financial incentives for rehabilitation.

1.5 Encourage the Historical Society and SOLVE to maintain a listing of craftsmen (such as plasterers and woodworkers) who are skilled in repair and restoration of old buildings. Direct the cultural resources commission, planning commission or other body responsible for cultural resource management to prepare specific criteria for Council review. This process shall be completed before initiating nominations for resources of local significance.

1.6 Apply specific criteria when determining the local significance of cultural resources.

1.7 No structure designated as potentially eligible for either the National Register or State Landmark status (see Table CR-1) shall be demolished or altered without review and approval by the City Council. No alteration shall occur in the absence of a valid precise plan, reviewed and approved by the Development Review Committee and affirmed by Council.

1.8 Structures designated in Table CR-1 shall not be demolished or structurally altered without (1) Council review; (2) a valid precise plan issued by the development review committee; and (3) issuance of any required grading and building permits.



*La Verne's Community Motto—
“Service through Organizations” is
exemplified through numerous groups
from the HomeGuard organized in
1917 to SOLVE in 1977.*

2. GOAL: Stimulate retention, preservation and adaptive reuse of historic structures for modern, economically viable uses.

POLICIES:

The City shall:

- 2.1** Develop and maintain an inventory of information on proper rehabilitation and restoration techniques to assist owners and developers of historic buildings.
- 2.2** Develop design guidelines for infill development that stresses the use of traditional materials and techniques such as heavy timber, river rock, sculpted and sears block, and passive solar design.

2.3 Establish a preservation incentives program employing any of the following components:

- Interest-free or reduced interest loans for rehabilitation work consistent with the original character of a building;
- Grants to the owners of eligible structures for preservation;
- Preservation awards issued in conjunction with the planning commission or other historic preservation commission and the city beautiful committee;
- Tax incentives for preservation of historic structures, including the use of Mills Act preservation contracts;

Table CR-1
National Register Candidates
and State Landmark Candidates

NATIONAL REGISTER CANDIDATES

Description: These are structures or places that may, as the result of historical or architectural significance, craftsmanship, or other criteria, be eligible for placement on the National Register of Historic Places.

2058	Second Street Miller Hall	Hanawalt House Univ. of La Verne
2309	Third Street	(Local Significance)
2425	"E" Street	Church of Bretheren
1555	Via de Mansion	Lewis Mansion
700	Moreno	Weymouth Filtration Plant
2861	Amherst	Rock House
	Puddingstone Drive	Carrion Adobe
1350	Third Street	David & Margaret (Orig. Dorm.)
		Dewenter Ranch

STATE LANDMARK CANDIDATES

Description: These are structures which may be eligible for designation as a state landmark.

2058	Second Street Miller Hall	Hanawalt House Univ. of La Verne
2309	Third Street	(Local Significance)
2425	"E" Street	Church of Bretheren
1555	Via de Mansion	Lewis Mansion
700	Moreno	Weymouth Filtration Plant
2861	Amherst	Rock House
	Puddingstone Drive	Carrion Adobe
1350	Third Street	David & Margaret (Orig. Dorm.)
		Dewenter Ranch

- Historic building facade easements, which may be donated for a tax advantage to the City or other qualified preservation organization;
- Free technical advise to homeowners, including the distribution of flyers and newsletters; occasional workshops; or other outreach programs;
- Awards or grants for the preservation and protection of outstanding building interiors;
- Reduced processing fees for preservation and protection of outstanding building interiors;
- Reduced processing fees for preservation projects meeting city criteria;
- Use of the State Historic Building Code where applicable.

ISSUE: Materials related to the history of La Verne are scattered.

3. GOAL: Create an archive for materials related to the history of La Verne.

POLICIES:

The City shall:

- 3.1 Work with the historical society, county library and University of La Verne to establish a repository for archives and provide a staff to receive and catalog materials.
- 3.2 Offer old city records or plans to the archives in lieu of destroying them.
- 3.3 Encourage La Verne residents and businesses to share materials related to their history through the archives.

Neighborhood Goals and Policies.

The following goals and policies address cultural resources issues in La Verne's neighborhoods.

ISSUE: There are many structures which are not only individually note-

Table CR-2
Archaeological Sites in La Verne

Site	Date Recorded	General Location	Artifacts	Status
LAn-75	1951 1965 1980	southwest	prehistoric stone tools and historic debris	80% destroyed
LAn-166	1967	northern hillsides	large occupation site, stone tools	
LAn-173	1967	northern hillsides	scattered stone tools	additional testing recommended
LAn-402	1969	north La Verne	stone tools	present condition unknown
LAn-518	1973	northern hillsides	stone tools	
LAn-524	1973	northern hillsides	stone tools	
LAn-826	1979	northern hillsides	scattered stone materials	destroyed

SOURCE: Institute of Archaeology, UCLA, 1985.

worthy but collectively important. Areas with a concentration of historic buildings, structures or other objects are of greater value than individual landmarks in giving a sense of history to La Verne. Inappropriate changes to one element of a district (even a minor one) can diminish the historic feel of the area.

4. GOAL: To protect those areas of La Verne with a concentration of historic structures and features.

POLICIES:

The City shall:

- 4.1** Use the historic preservation ordinance (Policy #1.1) to establish Oldtown and Lordsburg as historic districts or overlay zones in the city.
- 4.2** Protect features of historic districts such as mature trees, citrus groves and retaining walls, all of which contribute to the feeling of a district.
- 4.3** Prepare a “Revised Oldtown Specific Plan” to include both the *Oldtown Specific Plan* area and surrounding neighborhoods of the same age. This specific plan shall include design standards to preserve the historical integrity of the area.

ISSUE: A few archaeological sites are all that remain in La Verne of the Gabrielino Indian culture.

5. GOAL: To protect existing archaeological sites in La Verne.

POLICY:

The City shall:

- 5.1** Ensure that no development will disturb the archaeological sites identified on Table CR-2 below.

■ ■ ■

Implementation Measures

The City shall:

- 1. IMPLEMENTATION MEASURE:** Prepare, enact and enforce an historic

preservation and local landmarks ordinance. This ordinance shall include the following:

- a.** Significance criteria for individual buildings, and local, state and national historic districts;
 - b.** An empowerment to form districts;
 - c.** A provision for design review and approval;
 - d.** An ability to initiate general plan amendments and zoning;
 - e.** Limitations on demolition of historic structures;
 - f.** Limitations on relocation of historic structures from their original sites;
 - g.** Design guidelines for architectural alteration of historic structures specific to each neighborhood's character;
 - h.** Provision of facade easements to preserve building frontages in historic districts;
 - i.** Design guidelines defining architectural style and building mass for infill development in historic districts; and
 - j.** Guidelines for adaptive reuse of buildings.
 - k.** One-year review and evaluation period after adoption, allowing Council to review the ordinance after the one-year test.
- 2. IMPLEMENTATION MEASURE:** Establish surveyed structures as local landmarks; and complete the nomination process for structures eligible for the National Register of Historic Places.
 - 3. IMPLEMENTATION MEASURE:** Apply to the State Historic Preservation Office for acceptance as a Certified Local Government and for acceptance as having a Certified Local Ordinance. This application cannot be made until the City adopts an historic preservation ordinance.
 - 4. IMPLEMENTATION MEASURE:** Maintain and update the following types of information on historic preservation:

- a. Financial incentives for rehabilitation;
 - b. Provide examples of adaptation of old structures to new uses (adaptive reuse);
 - c. Develop a set of brochures that explain the advantages of repairing and rehabilitating the different styles of historic structures in the city in an appropriate manner;
 - d. Inform city departments that work with permit issuance and project review of the techniques of appropriate rehabilitation;
 - e. Prevent gentrification of areas with historic buildings by providing and publicizing a tool lending program and encourage CDBG rehab loan recipients to “rehab right”; and
 - f. Encourage the La Verne Historical Society and SOLVE to distribute information on adaptive reuse and rehabilitation.
- 5. IMPLEMENTATION MEASURE:** Prepare a specific plan for Lordsburg that will include the revised Oldtown Specific Plan area and surrounding neighborhoods of the same age.
- 6. IMPLEMENTATION MEASURE:** Working with the historical society, county library and University of La Verne, establish a repository for archives. Where possible, all entities will cooperate to provide staff to receive and catalog materials. Old City records and/or plans may be offered to the archives in lieu of destroying them.
- 7. IMPLEMENTATION MEASURE:** Publicize the existence of the archives in the local paper and city newsletter so that residents and businesses in the city will be encouraged to share historical materials through the archives.
- 8. IMPLEMENTATION MEASURE:** Keep a specific map which shows the location of all archaeological sites.
- 9. IMPLEMENTATION MEASURE:** Enact an ordinance that discourages unwarranted destruction of sites listed in Table CR-2 for development, and provides for complete documentation in the event of development (see Number 10).
- 10. IMPLEMENTATION MEASURE:** Require that if an archaeological site is discovered during excavation or construction phases of development, the following measures will be taken:
- An excavation plan will be prepared according to the requirements outlined in CEQA-Appendix K;
 - If it is impossible to avoid disturbing the site through revisions in project design, the City will require salvage efforts according to the parameters outlined in Appendix K, Section VII of the CEQA Law and Guidelines.
 - In the event of the discovery of human remains, procedures outlined in Section VIII of Appendix K contained in the CEQA Law and Guidelines will apply.
- 11. IMPLEMENTATION MEASURE:** Explore the possibility of setting aside space in the community center for the display of cultural resources such as archaeological artifacts and historic photos.
- 12. IMPLEMENTATION MEASURE:** Apply for acceptance as a certified local government and as having a certified local ordinance. These will make the city eligible for state funding for preservation activities.
- 13. IMPLEMENTATION MEASURE:** Adopt the following significance criteria for historic survey work:
- Buildings, structures or places, including landscaping, that are important key focal or pivotal points in the visual quality or character of an area, neighborhood, or district;
 - Structures that help retain the characteristics of the town 50 years ago;
 - Structures contributing to the unique urban design of downtown;
 - Structures contributing to the architectural continuity of the street;

- Structures identified with a person or persons who significantly contributed to the culture and/or development of the city, state, or nation;
- Structures representing an architectural type or period and/or represent the design work of known architects, draftsmen, or builders whose efforts have significantly influenced the heritage of the city, state, or nation;
- Structures illustrating the development of California locally and regionally;
- Buildings retaining the original integrity and/or illustrating a given period;
- Structures unique in design, or detail, such as but not limited to: materials,

windows, landscaping, stonework, and architectural innovation; and

- Structures at least 50 years old or properties that have achieved significance within the past 50 years if they are of exceptional importance.

14. IMPLEMENTATION MEASURE:

Prepare a revision to the precise plan ordinance that requires all structures designated as locally significant, state register eligible and historic register eligible to have a precise plan and City Council approval before construction or alteration to the structure or location is allowed. Alteration or demolition of locally significant structures shall require a precise plan approval.

ECONOMIC DEVELOPMENT





ECONOMIC DEVELOPMENT

La Verne has competing goals. As a "bedroom community" the city is proud of the special qualities which make it unique. Moving into the next century, decision makers are faced with the necessity to continue high public service levels; however, they will find these extremely difficult to finance. For example, the city receives only 24 cents from the typical property tax dollar. Police and fire services alone require the entire 24 cents. The city has been reluctant to charge residents for the full cost of services. The city is also faced with increasing reductions in federal and state assistance. Besides the service and revenue issue, the background report identified several other economic issues.

- The majority of La Verne's residents work away from the city, resulting in long commutes.
- La Verne continues to lose sales tax to competing communities.
- Residents have identified needed businesses within the community.
- Vacant land is increasingly scarce, with less than 40 acres available on Foothill Boulevard. A large amount is exempt from property taxes, such as Brackett Field, Weymouth Filtration Plant and other exempt properties. However, city services are often required for these parcels.
- Residential development needs to be fiscally responsible.
- Economic development and redevelopment must be coordinated. The redevelopment agency will expire in 2017. Its remaining time should be maximized.

La Verne must solve the dilemmas created by competing goals without compromising

the qualities which make it a special place to live and work. Just as a family invests wisely, so the city, as a family of families, must invest wisely. The following economic goals and policies will guide La Verne's future investments.

■ ■ ■

ISSUES AND GOALS

ISSUE: Industrial and commercial development has not kept pace with residential development in La Verne. Most residents working outside the home commute to other cities.

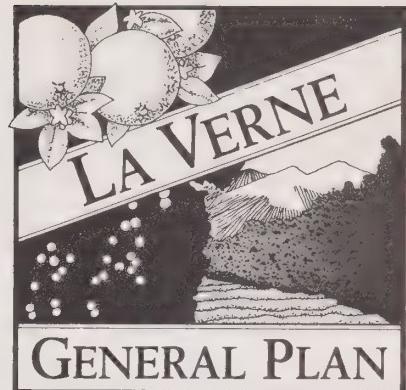
1. **GOAL:** Broaden the employment base by providing an additional 5000 jobs within the city.

POLICIES:

The City shall:

- 1.1 In partnership with the Chamber of Commerce and other business associations, promote selected commercial and industrial expansion.
- 1.2 Develop a marketing strategy for the city, including promotional information, a community profile and development data. Prepare and maintain resident employment statistics for use by prospective business when locating in the city. Provide regular updates of this information.

ISSUE: Vacant commercial and industrial land is the city's savings account for the future. Existing commercial, office and industrial centers often lack proper maintenance.



On Jan. 7, 1913 a freeze destroyed all young trees and the fruit on the branches throughout Southern California citrus growing areas. The devastation brought about the development of an oil-burning orchard heater called the "Smudge Pot."

- 2. GOAL:** Invest La Verne's savings account wisely to improve quality of life for all residents. Insure that vacant lands are developed with needed uses. Preserve property values by requiring property maintenance of existing commercial, office and industrial buildings.

POLICIES:

The City shall:

- 2.1** Target community identified business prospects.
- 2.2** Discourage multi-tenant, small scale, industrial development by limiting speculatively built industrial buildings. Maintain high office and research and development standards.
- 2.3** Limit warehousing to those uses developed in conjunction with manufacturing or sales.
- 2.4** Capitalize upon and support Los Angeles County Fair, Brackett Field and University of La Verne. Support development of hotel land commercial uses within the Brackett Field Master Plan.
- 2.5** Encourage Metropolitan Water District to surplus and sell vacant land. Work with other institutions to surplus vacant land that is current off the property tax role.

ISSUE: La Verne is losing significant amounts of big ticket and speciality commercial sales tax items to surrounding communities. This loss is pronounced in clothing, accessories, restaurants, home furnishings and appliances categories.

- 3. GOAL:** Increase city retail sales tax revenues by fostering commercial development.

POLICIES:

The City shall:

- 3.1** Target community identified commercial use. The city should conduct surveys to identify needed commercial and service uses.

- 3.2** Discourage the development of strip commercial multi-tenant commercial centers. Designate specific commercial uses for the remaining vacant commercial land. Require that all commercial centers have major tenants of a minimum of 20,000 square feet or two smaller tenants of 5,000 square feet or larger.

- 3.3** Encourage mixed use concepts in selected residential and industrial projects which encourage the development of high quality commercial services.

ISSUE: Residential development requires more services than all the revenues it generates. It is increasingly difficult to maintain current high service levels.

- 4. GOAL:** Insure that future residential development is fiscally responsible.

POLICIES:

The City shall:

- 4.1** Continue to encourage fiscally responsible communities, with private streets, open spaces and recreational amenities.

ISSUE: Oldtown La Verne is economically underdeveloped, its vitality stunted by commercial growth on Foothill Boulevard. Oldtown is blighted, lacking coordinated parking and public improvements. Several buildings are vacant or under used and several vacant lots exist.

- 5. GOAL:** Revitalize Oldtown La Verne by defining a market theme, strategy and comprehensive improvement program.

POLICIES:

The City shall:

- 5.1** Hire a marketing specialist to define the Oldtown La Verne market. Develop and implement a marketing strategy, with the input from the Downtown Business Improvement

In 1888 the land boom that had followed the railroad expansion was fading threatening to take Isaac Lord's dream of a prosperous city with it. The establishment of a Brethren college in the Lordsburg Hotel saved the economy. University of La Verne is today one of the city's largest employers.



"There have been only 2 main industries in La Verne: Citrus and Housing."



District, merchants, landowners and residents. Update the marketing study every two years, making the study available to all Oldtown La Verne business.

- 5.2** Coordinate the city's various improvement efforts into a comprehensive improvement program. At a minimum this program will include landscaping, street lights, facade improvements, parking improvements, pedestrian walkways, seasonal banners, pedestrian amenities and other improvements. Include the Oldtown La Verne design and parking plans.

ISSUE: The redevelopment agency will expire in 2017. Economic development and redevelopment should be coordinated efforts.

6. GOAL: Get the most "economic mileage" from the remaining time.

POLICIES:

The City shall:

- 6.1** Adopt capital improvement program and revise it every three years. The agency shall assign a high priority to completing the infrastructure necessary to further business development.
- 6.2** Outline the process for owner participation agreements. The Agency should not adopt a "wait and see" attitude for vacant property, but shall use the request for proposal process to solicit needed uses.
- 6.3** Document and expand the array of programs offered or proposed by the redevelopment agency, including:
- CRA Amendment No. 2 (will, if approved, allow limited use of eminent domain on vacant commercial and industrial parcels only);
 - Downtown Facade Renovation in connection with the recommendations of the Downtown Design Team;
 - Foothill Boulevard Facade Renovation, in connection with Thirtieth Street Architects' work on the Foothill
- 6.4** Boulevard design program (now underway).
- Owner Participation Agreements, reimbursing property owners for certain eligible costs in exchange for some consideration to the redevelopment agency (most often used in La Verne to reimburse major installation of sewers, water lines, streets, and other improvements);
 - Entry signs and monument along Foothill Boulevard and Arrow Highway (also discussed in the community design chapter);
 - Downtown Design Team streetscape program and accompanying facade renovations;
 - A comprehensive marketing strategy in connection with the chamber of commerce university and other groups. The City may wish to consider a joint program working with San Dimas and Claremont for this purpose.
 - Commitments to business recruitment, retention, marketing, and expansion. Incorporate the Council's and manager's policy memorandum documenting short-term goals of a City economic development program.
 - Development of commercial/industrial venture by the City.
 - Economic development outreach programs.
 - Technical and economic assistance to master planned, mixed use projects.
-

ISSUE: Physical obsolescence and changing market conditions will affect the viability of supermarket-based retail centers on Foothill Boulevard. Given the

recent merger activities among centers, the City should develop an economic strategy to forestall decline and revitalize existing properties.

7. GOAL: Develop an economic strategy to forestall decline and revitalize existing properties.

POLICIES:

The City shall:

- 7.1** Use the Foothill Boulevard Design Assistance Program to develop a low cost program offering architectural assistance and loan/grant funds. Use these funds to retrofit centers for new marketing trends and increased appeal.
- 7.2** Develop a demonstration program in which the City uses its resources to directly develop or retrofit a revenue-producing retail or other commercial center, and operate that center.



Implementation Measures

The City shall:

- 1. IMPLEMENTATION MEASURE:** Initiate an employment referral program for businesses employing residents, such as an award program or specify minimums in development owner participation agreements.
- 2. IMPLEMENTATION MEASURE:** Implement the Foothill Boulevard, Oldtown and Industrial specific plans.
- 3. IMPLEMENTATION MEASURE:** Require marketing studies with all development. Tailor future business parks and commercial centers by specifying needed uses, tied to leasing and owner participation agreements.
- 4. IMPLEMENTATION MEASURE:** Defray the public services costs of industrial areas by requiring community facilities, landscape and lighting maintenance districts.
- 5. IMPLEMENTATION MEASURE:** Promote a "Shop in La Verne" mentality. Encourage Foothill Boulevard centers to advertise, sponsor center activities and conduct sales events. Encourage the formation of a Foothill Boulevard Merchants' Association responsible for a joint newsletter, advertising, special activities and support community events.
- 6. IMPLEMENTATION MEASURE:** Relax city prohibitions on temporary outdoor sales. Develop a temporary use permit which solves public safety, circulation and aesthetic concerns.
- 7. IMPLEMENTATION MEASURE:** Require professionally prepared fiscal analyses with major residential developments. These studies shall identify service costs, project revenues and mitigation measures.
- 8. IMPLEMENTATION MEASURE:** Implement a public safety surcharge for commercial and industrial uses requiring unusually high numbers of responses from police, fire and paramedics.
- 9. IMPLEMENTATION MEASURE:** Expand the current user fee system for planning, recreation and human service programs.
- 10. IMPLEMENTATION MEASURE:** In cooperation with the Downtown Advisory Board, hire a downtown manager who will be responsible for coordinating promotions, advertising, facade renovations, liaison with the city, business recruitment and training.
- 11. IMPLEMENTATION MEASURE:** Attract an anchor tenant to Oldtown La Verne, such as a speciality market, butcher shop, bakery or restaurant. Purchase land and consolidate lots to make this practical.
- 12. IMPLEMENTATION MEASURE:** Prohibit new, non-retail uses in areas designated "retail" as part of the proposed revision of the Oldtown specific plan.
- 13. IMPLEMENTATION MEASURE:** Expand the *Oldtown Specific Plan* where necessary to include Lordsburg Townsite.



During the 1930's La Verne College students earned .35 an hour lighting smudge pots in the groves around the school.

- 14. IMPLEMENTATION MEASURE:** Coordinate activities and foster communication between the Business Improvement District Advisory Board and the Chamber of Commerce.
- 15. IMPLEMENTATION MEASURE:** Amend the *Central City Redevelopment Plan* to include the powers of eminent domain for selected commercial and industrial lands.
- 16. IMPLEMENTATION MEASURE:** Begin a plan of property acquisition and consolidation of parcels for needed uses, through the auspices of the La Verne Redevelopment Agency.
- 17. IMPLEMENTATION MEASURE:** Provide business relocation assistance through the Redevelopment Agency to encourage needed businesses.
- 18. IMPLEMENTATION MEASURE:** Track economic development activity in La Verne; prepare an annual report which will identify economic development strategies for the year. A comprehensive study will be conducted every five years to examine and update economic development priorities. The five year study shall include the following information:
- An update of economic data for the city, including types of businesses in the city, the number of employees, a review of the licensing and permitting process, and business assistance programs.
 - A survey of surplus community facilities.
 - An analysis of public improvement projects which may warrant the issuance of taxable bonds.
 - A cost revenue analysis of businesses in La Verne to determine how much net revenue the city is receiving.
- 19. IMPLEMENTATION MEASURE:** Encourage adaptive reuse of structures in Oldtown La Verne and on Foothill Boulevard through redevelopment financing techniques.
- 20. IMPLEMENTATION MEASURE:** Encourage interaction between the University of La Verne and the Oldtown La Verne merchants. For example, student artists and performers could stage exhibits and performances in the Oldtown area, or jointly sponsor an Oldtown festival.
- 21. IMPLEMENTATION MEASURE:** Require annual review and possible adjustment of all city fee schedules to ensure that fees keep pace with actual costs.
- 22. IMPLEMENTATION MEASURE:** Develop a adaptive reuse grant/loan program to rehabilitate and retrofit existing commercial centers for contemporary marketing needs.
- 23. IMPLEMENTATION MEASURE:** Develop a demonstration program in which the City purchases, retrofits, and operates a commercial center which has lost its anchor tenant.
- 24. IMPLEMENTATION MEASURE:** Develop annual processing workshops to assist developers, homeowners, or other individuals through the permit process.
- 25. IMPLEMENTATION MEASURE:** Revise the *Oldtown Specific Plan* to relax parking provisions until such time as parking demand can be generated at an economically viable level.
- 26. IMPLEMENTATION MEASURE:** Complete formation of the Downtown Parking District originally contemplated as part of the 1982 *Oldtown Specific Plan*.
- 27. IMPLEMENTATION MEASURE:** Complete and implement a building department study no later than June, 1990.
- 28. IMPLEMENTATION MEASURE:** Expand the role of the City Manager as the City's economic development administrator.



In the 1930's La Verne growers shipped more than 2,000 car loads of fruit annually around the world.



-
- 29. IMPLEMENTATION MEASURE:**
Expand the role of the chamber of commerce as contract provider for economic services. The chamber has launched an economic development committee and economic development board in connection with the City; their role should be noted and encouraged.
- 30. IMPLEMENTATION MEASURE:**
Encourage the infusion of revenue-

producing commercial establishments in master planned, mixed use projects.

- 31. IMPLEMENTATION MEASURE:**
Establish an AB1693 citywide assessment district provide a coordinated vehicle for marketing, promotions, and other commercial development activities.

1944 brought "The Quick Decline"—a virus attacked and destroyed a large number of navel and valencia oranges. Smog began to affect the rest of the trees and by 1970 an average crop was not producing enough to pay the water bill.

COMMUNITY DESIGN





COMMUNITY DESIGN

La Verne is a special place. Defining what *makes it special* is far more challenging.

That is the question asked 13,000 La Verne residents and postal box holders over two years. Whether by phone survey, questionnaire, neighborhood meeting, or public hearing, residents delivered their message loud and clear. Their ideas are represented in the background report, which found:

1. Residents fear losing the small town charm which characterizes La Verne.
2. Past development has eliminated natural canyons and ridges which give La Verne its backdrop. Development has tended to conquer, rather than emphasize, the area's natural attributes.
3. La Verne's heritage is unique: it distinguishes La Verne from other communities. Many citizens urge protection of historic resources and better quality development.

The background report also found that community design guidelines were inconsistent, scattered over a variety of competing documents. More importantly, the general plan has not dealt systematically with design issues: instead, city documents have encouraged superficial, paste-on design solutions.

Outline. This chapter establishes the action program — first, City-wide and then in each neighborhood — for these issues which collectively comprise **community design**. The chapter begins by detailing the most important issues raised in the background report, refining these into six major community design goals:

- A. Protect La Verne's small town character.
- B. Promote the "greening" of La Verne.

- C. Make La Verne's new development distinctive.
- D. Capitalize on La Verne's natural resources.
- E. Improve the architectural quality of La Verne development.
- F. Encourage "people-oriented" design, aware of the user's needs.

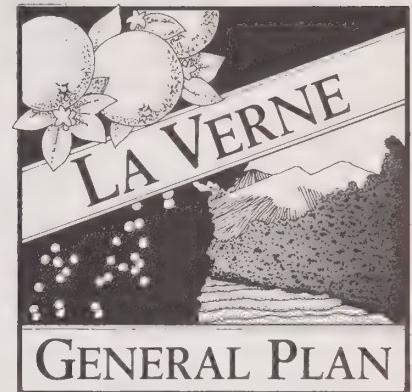
Following this discussion, the plan identifies each neighborhood in the City and establishes design plans for each based on the City's research and resident concerns.

■ ■ ■

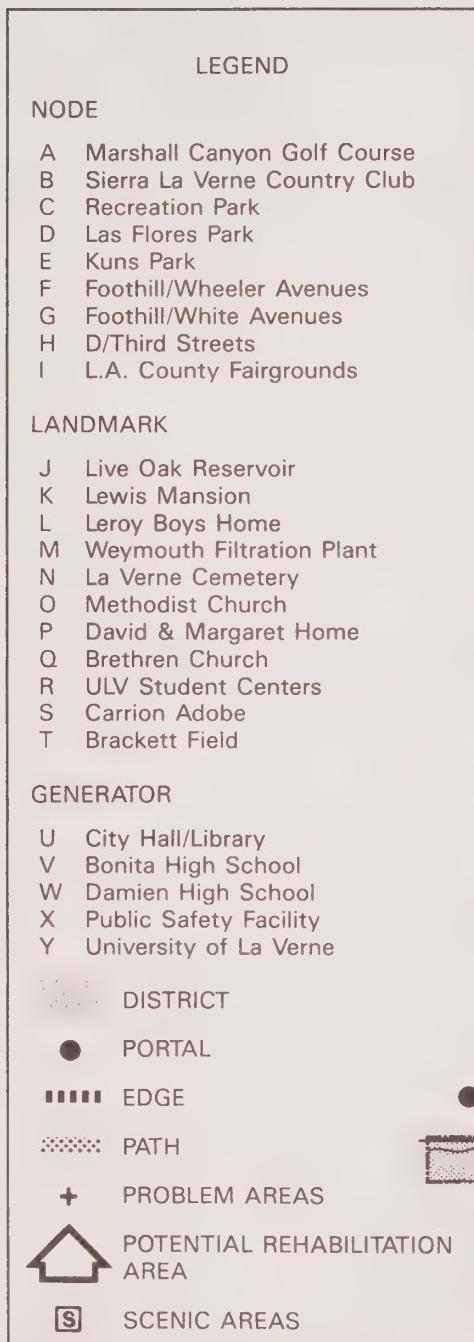
ISSUES AND GOALS

ISSUES

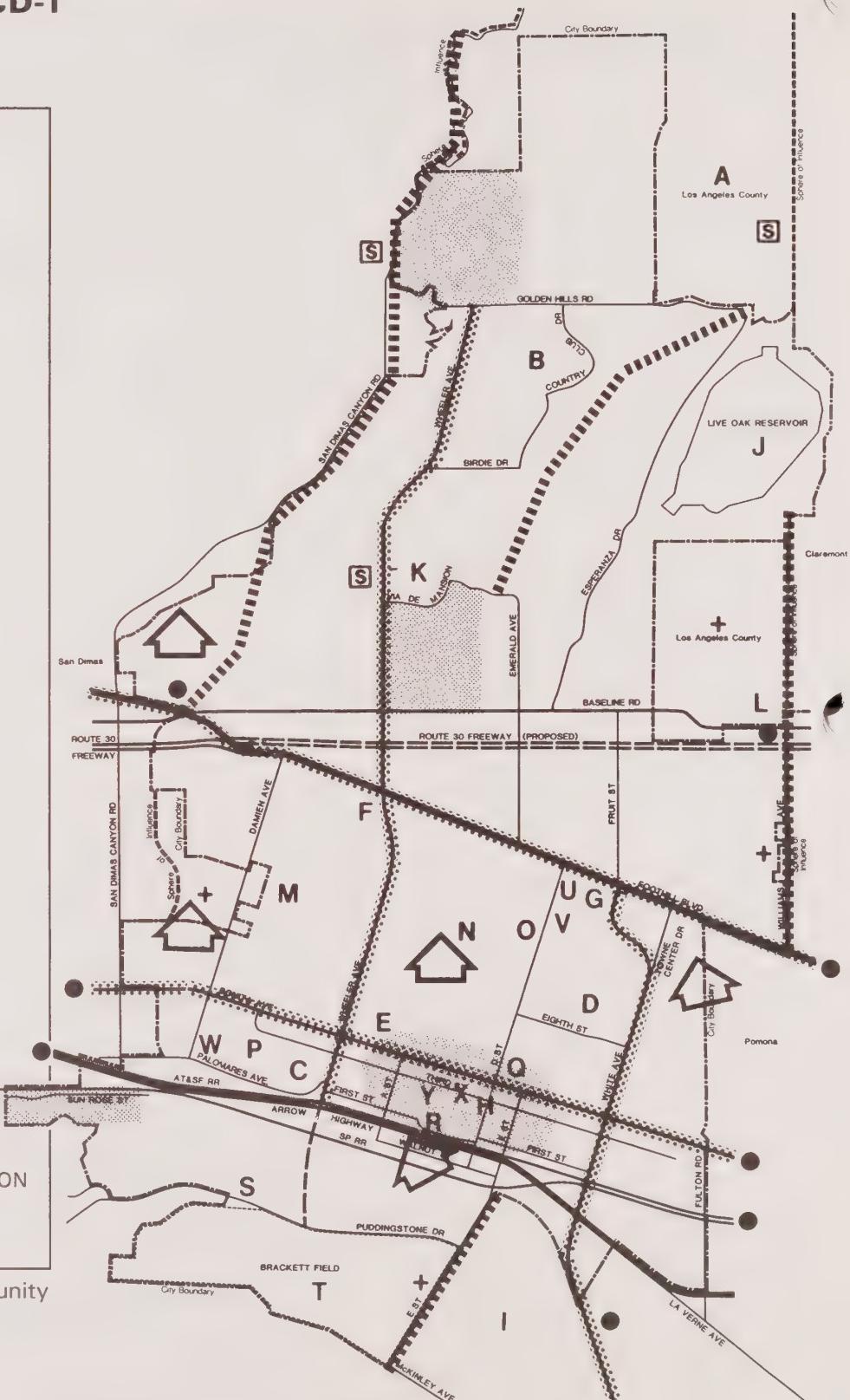
- A-1.** New projects built on vacant property are often architecturally insensitive to surrounding historic neighborhoods.
- A-2.** Contemporary development frequently lacks human scale.
- A-3.** Development in the unincorporated areas surrounding La Verne is inconsistent with the quality demanded by La Verne residents.
- A-4.** The city is losing valuable links to its cultural heritage which have influenced its form: citrus groves, railway station, and packing houses, for instance.
- A-5.** The deterioration prevalent along alleys in Lordsburg belies their potential as part of the community's landscape.
- A-6.** Many properties are not adequately maintained



COMMUNITY DESIGN SURVEY/ RECON MAP FIGURE CD-1



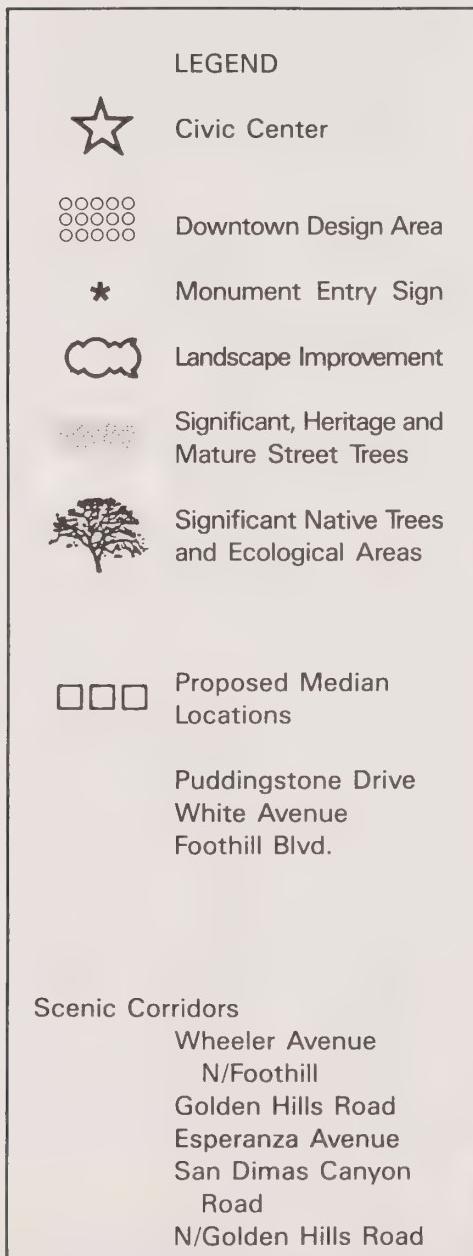
SOURCE: City of La Verne, Community Development Department.



0 2000
SCALE FEET

COMMUNITY DESIGN PLAN

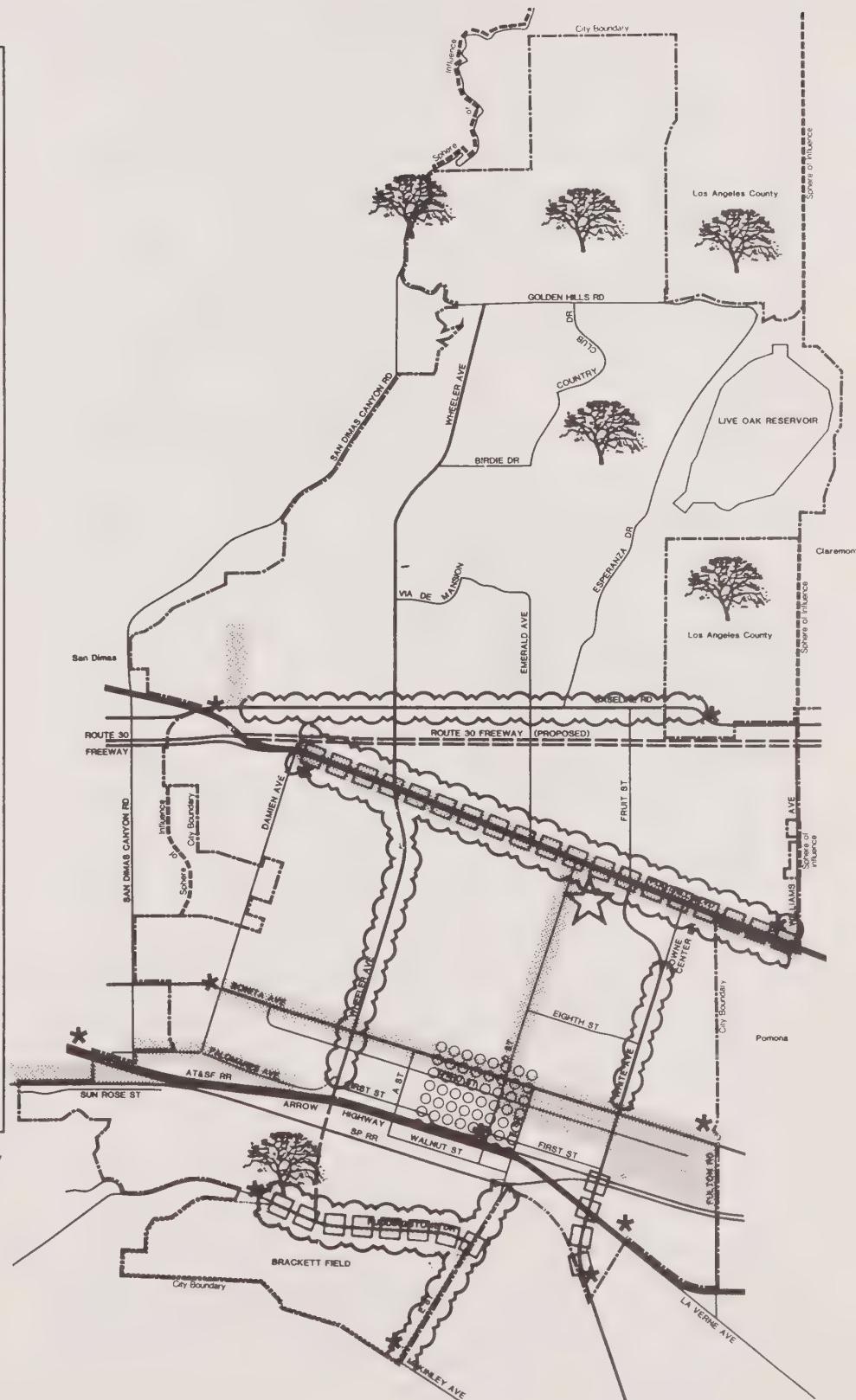
FIGURE CD-2



SOURCE: City of La Verne, Community Development Department.



0 2000
SCALE FEET



GOAL A: Protect La Verne's small town character

POLICIES

A-1. Historic preservation. The city shall incorporate historically and architecturally significant buildings into new projects. Developers will be encouraged to:

- a. Renovate or restore significant structures (see the historic preservation chapter's discussion of significance).
- b. Protect and enhance design features associated with historic La Verne, including street trees, gardens, river rock walls, and healthy trees on existing lots.
- c. Develop new structures and renovate existing buildings only in connection with a "rehab right" strategy: that is, rehabilitation which uses only materials, architectural details and design techniques compatible with La Verne's architectural heritage.

A-2. Infill in older neighborhoods. All new development and renovations shall respect the scale, massing, and landscape of older residential neighborhoods. This means:

- a. Developing landscape plans which complement neighboring lots; buffer adjoining land uses; and soften the amount of variation in size, setback, or architectural character of buildings on nearby parcels.
- b. Designing massing (the relationship between size and bulk of building parts); fenestration (placement of windows and doors); setbacks (minimum yards); colors, materials, and detailing consistent with the existing neighborhood.
- c. Adopting demolition and infill ordinances; applying demolition and infill standards in all future specific plans within developed areas.

A-3. Adjacent areas. The City will use the environmental review process to ensure

that the environmental and aesthetic qualities of projects in adjacent unincorporated areas meet the same standards expected of La Verne projects.

A-4. Alleys. La Verne recognizes the value of alleys and their importance to the circulation, aesthetic, and land use goals of the general plan.

- a. New projects shall incorporate any improvements necessary to upgrade alleys behind the project area to current standards.
- b. The City encourages projects which do not abandon the alleys, but rather seek to refine their appearance and function with landscaping, textured paving, rear facade treatments, parking and loading.

A-5. Property Maintenance. The City shall encourage property maintenance.

- a. The City will continue its current policy requiring new development subject to precise plans of design to maintain landscape areas.
- b. The City's standard list of conditions shall be expanded to include exterior building maintenance as a condition of precise plan of design approval.
- c. The City shall develop a property maintenance ordinance.

A-6. Mixed Use Design. La Verne recognizes that the mixed use character of older neighborhoods may be a positive as well as negative influence. Therefore:

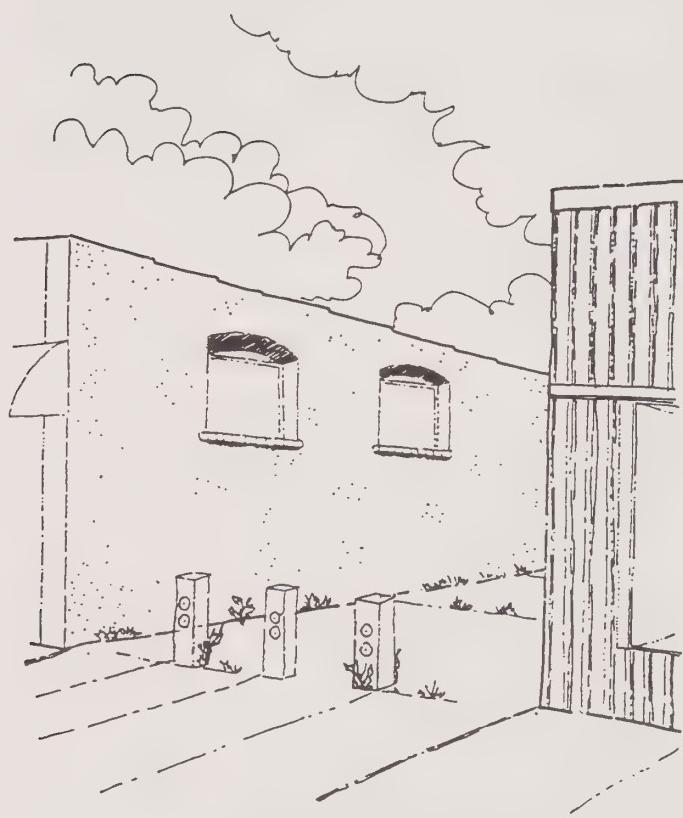
- a. The City will discourage spot zoning and incompatible land uses within its neighborhoods;
- b. At the same time, La Verne will encourage a variety of *compatible* uses within walking distance of residential neighborhoods. This may be accomplished by encouraging master planned, mixed use projects which incorporate the basic range of uses, facilities, and services necessary for the neighborhoods to "sustain" itself.



La Verne has more than 7,000 street trees of 80 different species. Liquid amber stracifus (sweet gum tree) is the most predominant.

SUGGESTED ALLEY TREATMENTS FIGURE CD-3

Downtown character



Before



After

Artist: Steve Platt

c. The City will consider such projects only when accompanied by a design program demonstrating that an innovative urban village concept can be created which meets the objectives of this chapter.

B-4. Landscaping is often inadequate to screen architecture, soften barren parking areas, and enhance public spaces.

GOAL B: Promote the “greening” of La Verne

POLICIES

B-1. *Transitional landscaping.* The City shall require landscaping wherever:

- Buildings are arrayed at different setbacks from the street. The landscaping should conceal the side walls which are exposed because of the building’s closer front setback. The landscaping should also be designed

Table CD-1
Arterial Street Tree Selection

East/West Streets

Arrow Hwy.

Medians:

Bauhinia variegata, Orchid Tree
Calodendron capense, Cape Chestnut
Erythrina crista-galli, Cockspur Coral Tree
Pinus pinea, Italian Stone Pine

Parkway:

Liriodendron tulipifera, Tulip Tree

Baseline

Lagerstroemia indica, Crape Myrtle

Bonita

Liquidambar styraciflua, American Sweet Gum
Cupaniopsis anacardoides, Carrotwood
Prunus cerasifera, Purple Leaf plum
Washingtonia filifera, California Fan Palm

Foothill Blvd.

Liquidambar styraciflua, American Sweet Gum
Liriodendron tulipifera, Tulip Tree
Pyrus calleryana, Ornamental Pear
Pyrus kawakami, Evergreen Pear

North/South Streets

B Street

Cinnamomum camphora, Camphor Tree
Fraxinus velutina, Arizona Ash
Prunus caroliniana, Carolina Cherry

Bradford

Platanus racemosa, California Sycamore
Pyrus calleryana, Ornamental Pear

D Street

Cinnamomum camphora, Camphora tree
Cupaniopsis anacardoides, Carrotwood
Ginkgo biloba, Maidenhair tree
Liriodendron tulipifera, Tulip Tree
Phoenix canariensis, Canary Island Date Palm

Emerald

Fraxinus velutina, Arizona Ash

Fruit

Lagerstroemia indica, Crape Myrtle

Wheeler

Liquidambar styraciflua, American Sweet Gum
Pinus canariensis, Canary Island Pine
Tabebuia chrysotricha, Golden Trumpet Tree

White

Liquidambar styraciflua, American Sweet Gum
Phoenix canariensis, Canary Island Date Palm

Williams

Platanus racemosa, California Sycamore

Esperanza Drive

Platanus racemosa, California Sycamore
Quercus agrifolia, Coast live oak
Pinus elderica, N.C.N.

Golden Hills Road

Quercus agrifolia, Coast live oak

AERIAL VIEW OF LANDSCAPE TREATMENT (RIGHT AND WRONG) FIGURE CD-4

SOURCE: City of La Verne, Community Development Department.

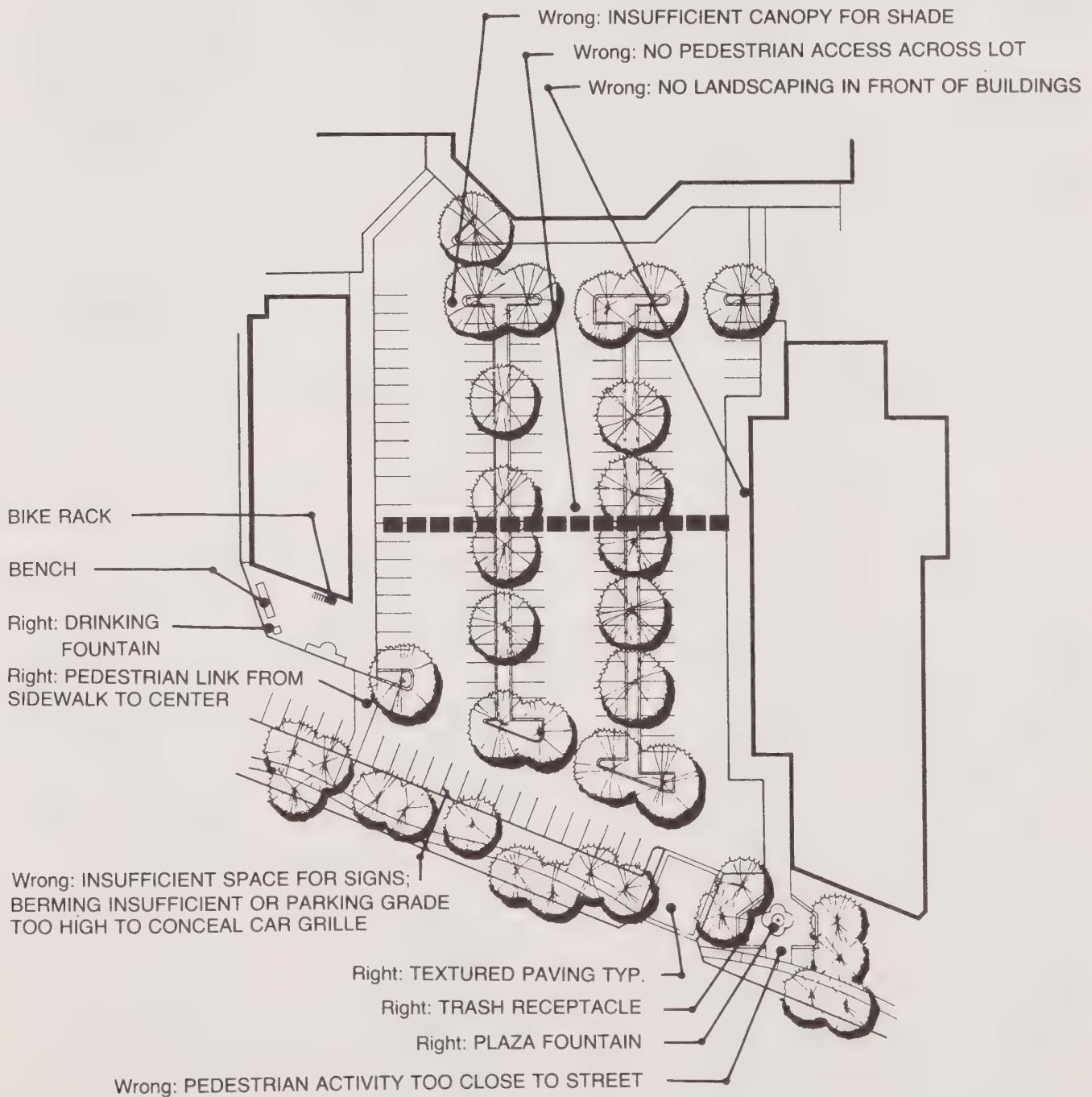


Table CD-2
Water Conserving Plans for Hillside Development
and Ornamental Plant Materials Emphasis

Water Conserving Plants for Hillside Development

Native Plant Emphasis

<i>Trees</i>		<i>Medium Shrubs</i>	
<i>Juglans californica</i>	Southern Calif. Black Walnut	<i>Ceanothus "Concha"</i>	Concha Ceanothus
<i>Plantanus racemosa</i>	California Sycamore	<i>Ceanothus "Frosty Blue"</i>	Frosty Blue Ceanothus
<i>Quercus agrifolia</i>	Coast live oak	<i>Ceanothus griseus "Yankee Point"</i>	Yankee Point Ceanothus
<i>Quercus engelmannii</i>	Engelm oak	<i>Ceanothus "Joyce Coulter"</i>	Joyce Coulter Ceanothus
<i>Large Shrubs</i>		<i>Lonicera involucrata</i>	Twinberry
<i>Ceanothus arboreus</i>	Feltleaf Ceanothus	<i>Manonia "Golden Abundance"</i>	Golden Abundance Mahonia
<i>Ceanothus crassifolius</i>	Hoaryleaf Ceanothus	<i>Rhamnus calif. "Eve Case"</i>	Eve Case Coffeeberry
<i>Ceanothus "Ray Hartman"</i>	Ray Hartman Ceanothus	<i>Ribes malvaceum</i>	Chaparral Current
<i>Cercis occidentalis</i>	Western Redbud	<i>Rosa californica</i>	California Wild Rose
<i>Cercocarpus betuloides</i>	Mountain Mahogany		
<i>Fremontodendron mexicanum</i>	Southern Flannel Bush	<i>Small Shrubs</i>	
<i>Garrya flavescens</i>	Ashy Silktassel	<i>Carpenteria californica</i>	Bush Anemone
<i>Heteromeles arbutifolia</i>	Toyon	<i>Displacis species</i>	Monkeyflower
<i>Myrica californica</i>	Pacific Wax Myrtle	<i>Galvezia speciosa "Firecracker"</i>	Island Snapdragon
<i>Prunus ilicifolia</i>	Hollyleaf cherry	<i>Iva hayesiana</i>	Hayes Iva
<i>Rhamnus californica</i>	California Coffeeberry	<i>Penstemon cordifolium</i>	Climbing Penstemon
<i>Rhamnus crocea</i>	Redberry	<i>Penstemon species</i>	Perennial Penstenmons
<i>Rhamnus crocea ssp. ilicifolia</i>	Hollyleaf Redberry	<i>Trichostema lanatum</i>	Woolly Blue Curls
<i>Rhus integrifolia</i>	Lemonade Berry		
<i>Rhus ovata</i>	Sugar Bush	<i>Ground Covers</i>	
<i>Sambucus mexicana</i>	Southern Elderberry	<i>Baccharis pilularis "Pigeon Point"</i>	Pigeon Pt. Coyote Bush
		<i>Mahonia repens</i>	Prostrate Mahonia
		<i>Ribes viburnifolium</i>	Evergreen Currant

Ornamental Plant Materials Emphasis

<i>Trees</i>		<i>Medium Shrubs</i>	
<i>Arbutus unedo</i>	Strawberry tree	<i>Alyogyne huegelii</i>	Blue Hibiscus
<i>Koelreuteria bipinnata</i>	Chinese Flame Tree	<i>Arbutus unedo "Compacta"</i>	Compact Strawberry Tree
<i>Olea europaea</i>	Olive Tree	<i>Cotoneaster lacetus</i>	Red Clusterberry
<i>Pistacia chinensis</i>	Chines Pistache	<i>Nerium oleander</i>	Oleander
<i>Quercus ilex</i>	Holly Oak	<i>Pittosporum tobira "Variegata"</i>	Varigated Mock Orange
<i>Quercus virginiana</i>	Virginia Live Oak		
<i>Robinia ambigua "Idahoensis"</i>	Idaho Locust	<i>Small Shrubs</i>	
<i>Schinus molle</i>	California pepper	<i>Abelia "Edward Goucher"</i>	Edward Goucher abelia
<i>Schinus terebinthifolius</i>	Brazilian Pepper	<i>Cistus hybridus</i>	White Rockrose
<i>Ulmus parvifolia</i>	Chinese Evergreen Elm	<i>Cistus purpureus</i>	Orchid Rockrose
<i>Large Shrubs</i>		<i>Cistus "Sunset"</i>	Mauve Rockrose
<i>Callistemon citrinus</i>	Lemon Bottlebrush	<i>Dietera vegeta</i>	Fortnight Lily
<i>Ceratonia siliqua</i>	Carob Tree	<i>Nerium oleander "Petite Pink"</i>	Petite Pink Oleander
<i>Cocculus laurifolius</i>	Laurel-leaf Snailseed	<i>Rhaphiolepis indica + varieties</i>	India Hawthorn
<i>Dodonaea viscosa</i>	Hopseed Bush	<i>Salvia greggii</i>	Autumn Sage
<i>Elaeagnus pungens</i>	Silverberry		
<i>Jasminium humile</i>	Italian Jasmine	<i>Ground Covers</i>	
<i>Jasminium mesnyi</i>	Primrose Jasmine	<i>Aptenia cordifolia</i>	Red Apple
<i>Plumbago auriculata</i>	Cape Plumbago	<i>Delosperma alba</i>	White Ice Plant
<i>Rosa banksiae</i>	Bank's Rose	<i>Gazania rigens leucolaena</i>	Trailing Gazania
<i>Schinus molle</i>	California Pepper	<i>Lantana montevidensis</i>	Trailing Lantana
<i>Schinus terebinthifolius</i>	Brazilian Pepper	<i>Lonicera japonica "Halliana"</i>	Hall' Japanese Honeysuckle
<i>Tecomaria capensis</i>	Cape Honeysuckle	<i>Rosmarinus officinalis "Prostrate"</i>	Prostrate Rosemary
<i>Xylosma congestum</i>	Shiny Xylosma		

to provide continuity in streetscape from one lot to the next, even where the buildings are in different zones or land use classifications. Figure 4 illustrates this concept.

- Conflicting land use categories adjoin. A dense landscape screen of trees, shrubs, and ground cover shall be provided.

a. Street trees. The City shall insist that all new development incorporate street tree plantings dense enough to shade and beautify residential and commercial areas.

BOULEVARDS (Defined as “major highways” in the circulation chapter)

- (1) Trees should be formally massed to promote a rhythmic, ceremonial appearance (Figure CD-29); or
- (2) Street trees placed along the public rights of way should be placed no farther than 30 feet apart;
- (3) Trees should be selected from Table CD-1 for use along arterial streets.

RESIDENTIAL STREETS

(1) Trees may either be formally massed to produce a steady rhythm, or grouped informally to create an informal, naturally wooded street appearance. In any event, the total number of trees plotted should not be less than one for every 25 feet of street frontage.

HILLSIDE AREA STREETS

In hillside areas, trees shall be planted:

- (1) Wherever a hillside street adjoins a canyon, ravine, or other feature visible from adjoining areas. Trees shall be planted to provide both a canopy at street level and a dense screen when viewed from below.
- (2) As part of backdrop landscaping employed to reduce the visibility of cuts and fills.
- (3) Trees shall be clustered to give a natural appearance. Species shall be varied where trees are not aligned in formal “rows.”

Table CD-3
Suggested Parking Lot Trees

Deciduous Trees

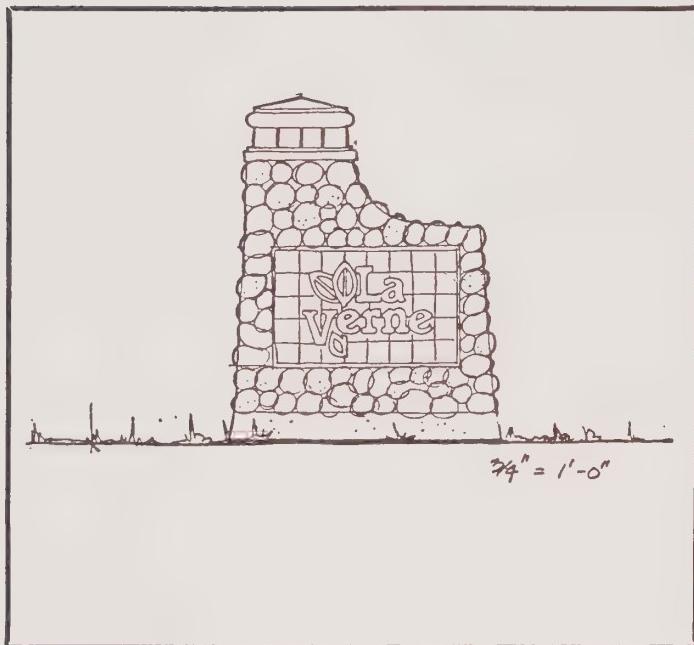
Albizia julibrissin	Silk Tree
Brachychiton acerifolius	Flame Tree
Calodendron capense	Cape Chestnut
Fraxinus velutina	Modesto Ash
Gleditsia triacanthos	Honey Locust
Koelreuteria bipinnata	Chinese Flame Tree
Liriodendron tulipifera	Tulip Tree
Pyrus calleryana "Bradford"	Bradford Pear

Evergreen Trees

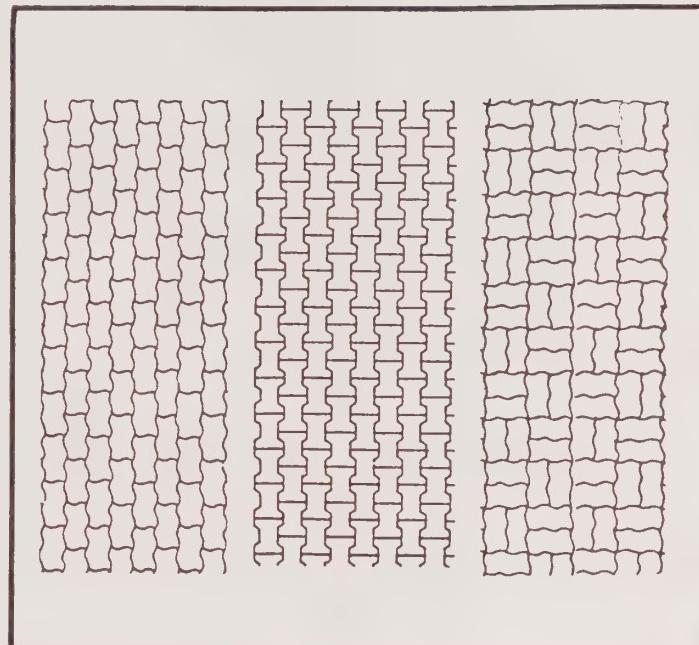
Cedrus deodara	Deodar cedar
Cinnamomum camphora	Camphora tree
Cupaniopsis anacardoides	Carrotwood
Eucalyptus sideroxylon Rosea	Red Iron Bark
Ficus microcarpa nitida	Indian Laurel Fig
Magnolia grandiflora "Majestic Beauty"	Southern Magnolia
Pyrus kawakamii	Evergreen Pear
Pinus pinea	Italian Stone Pine
Quercus ilex	Holly Oak
Schinus terebinthifolius	Brazilian Pepper

SUGGESTED BOULEVARD TREATMENT FIGURE CD-5

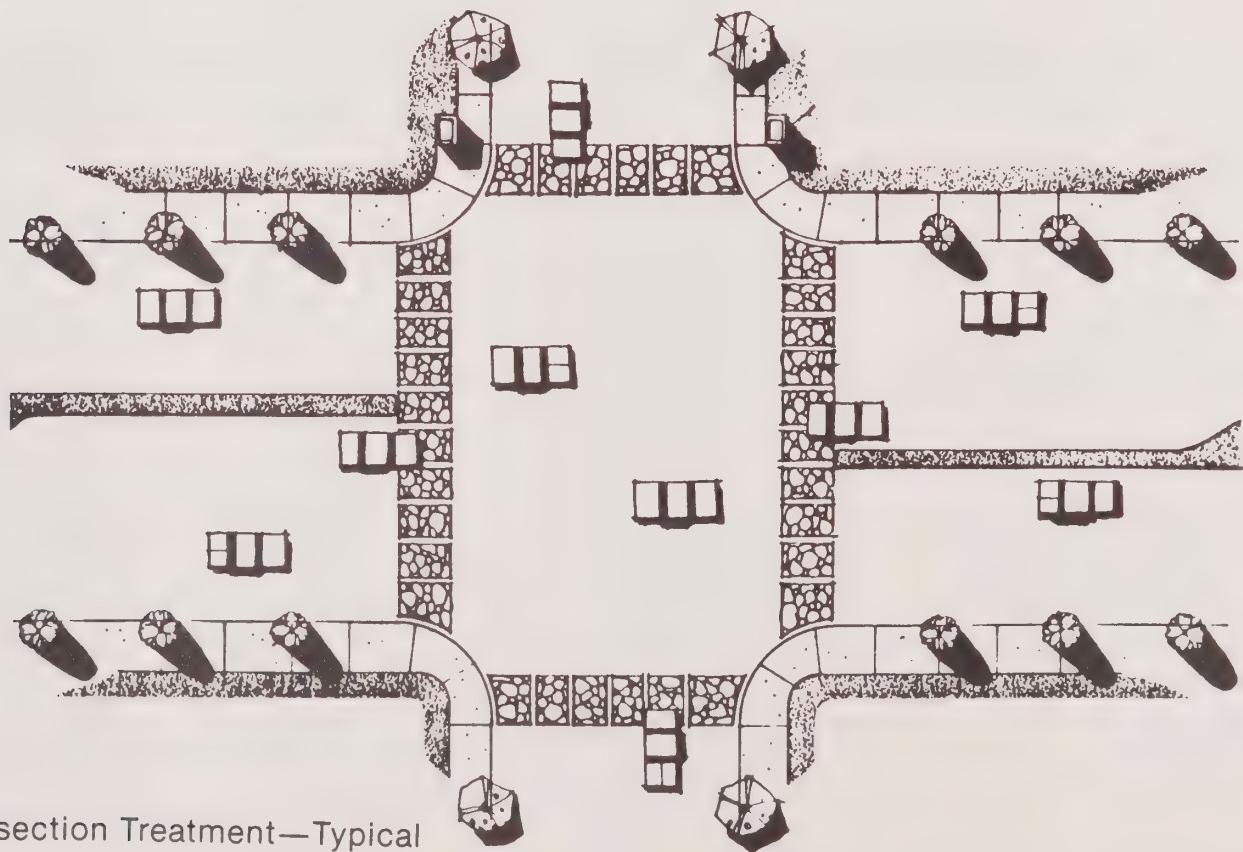
SOURCE: City of La Verne, Community Development Department.



Entry Monument



Textured Paving



Intersection Treatment—Typical

b. Parking lot trees. City standards shall require a minimum of one tree for every four parking stalls, whether the parking aisles are single or double loaded; however, this standard may be increased through project conditions of approval to address size, canopy, or other characteristics which make parking lots more inviting.

Parking lot design shall incorporate trees planted to provide substantial shade. Parking lot trees shall be mixed in size and canopy to provide substantial coverage of paved areas. The periphery of parking areas shall be densely planted with trees; more importantly, special consideration shall be given wherever:

- (1) The periphery represents a change in land use from one type of land use to another;
- (2) The property in question faces or backs to a freeway;
- (3) Adjoining properties are of a different architectural style, character, or massing;
- (4) Landscaping is necessary to ensure the privacy of residents.

c. Heritage trees. The City shall protect trees which are associated with a historic event or place; which are associated with historical figures; or which are so large, so unusual or so rare as to be considered significant by the Council. Special care shall be taken to protect the collection of *cedrus deodara* (decor cedar) trees along Third Street and camphor trees along Bonita Avenue.

d. Native species trees. The City shall require the protection, preservation, and enhancement of native species trees wherever they are found (see Table CD-4).

(1) No development in hillside areas shall be permitted until the City has reviewed and approved a tree preservation plan which documents and preserves California oaks (particularly coastal and valley live oaks known as *quercus agrifolia*). No development shall be approved which removes greater than a quarter of the trees from a proposed development site.

(2) Every effort shall be made to preserve the maximum number of healthy native species trees possible.

Table CD-4
Native and Protected Species

Existing Plants to Protect:

Trees

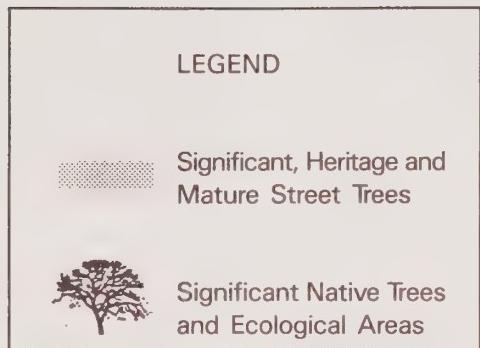
Cedrus deodara	Deodar cedar
Cinnamomum camphora	Camphora tree
Quercus agrifolia	Coast live oak
Quercus engelmannii	Engelm oak
Plantanus racemosa	California Sycamore
Juglans californica	So. Calif. black walnut
Eucalyptus spp.	Gums
Ginkgo biloba	Maidenhair tree
Arbutus unedo	Strawberry tree

Shrubs

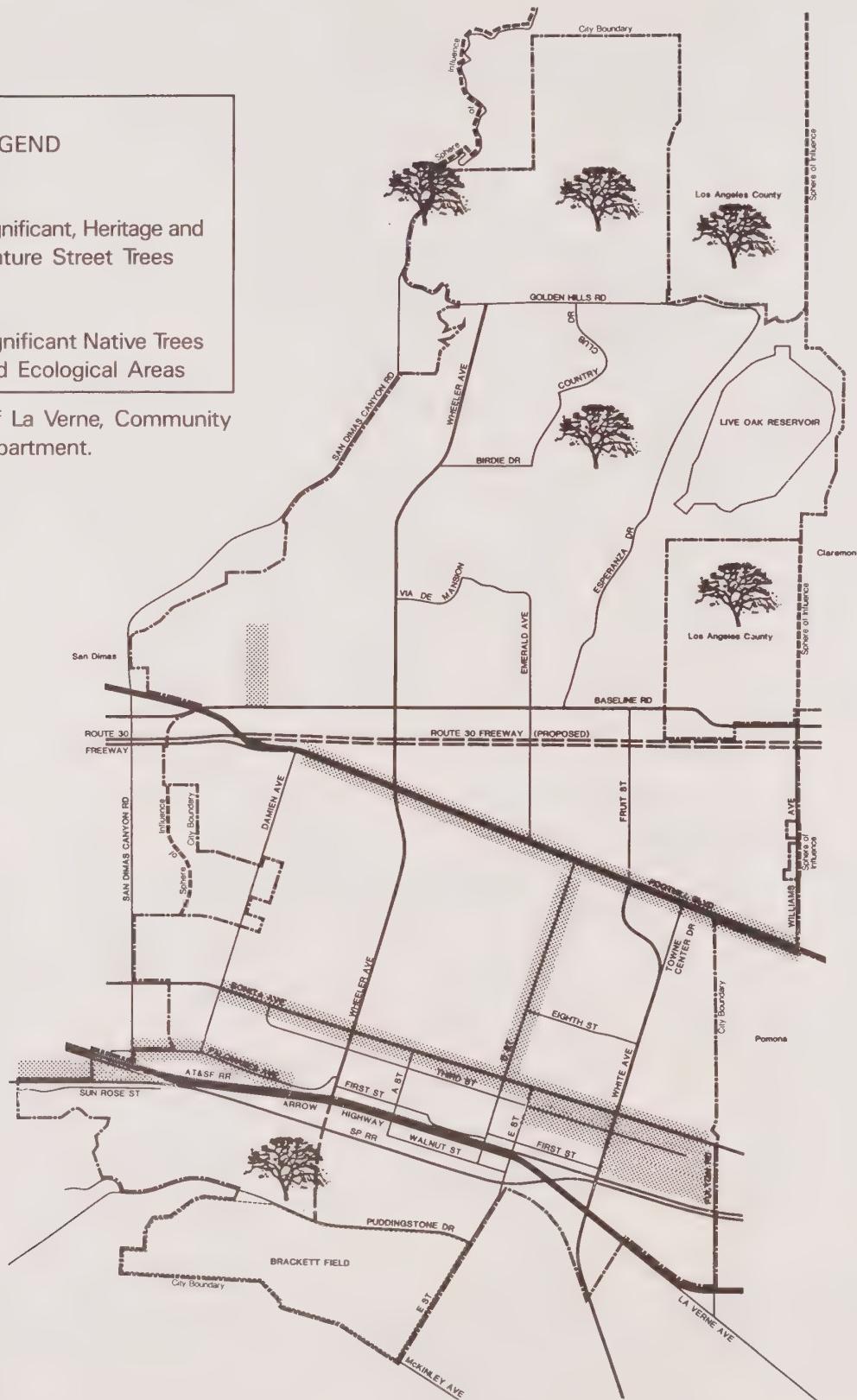
Ceanothus	Wild Lilac
Heteromeles arbutifolia	Toyon
Fremontodendron 'Calif. Glory'	California glory
Echiium fastuosum	Pride of Madeira
Eleagnus pungens	Silverberry
Prunus ilicifolia	Hollyleaf cherry

STREET TREES AND SIGNIFICANT TREES

FIGURE CD-6



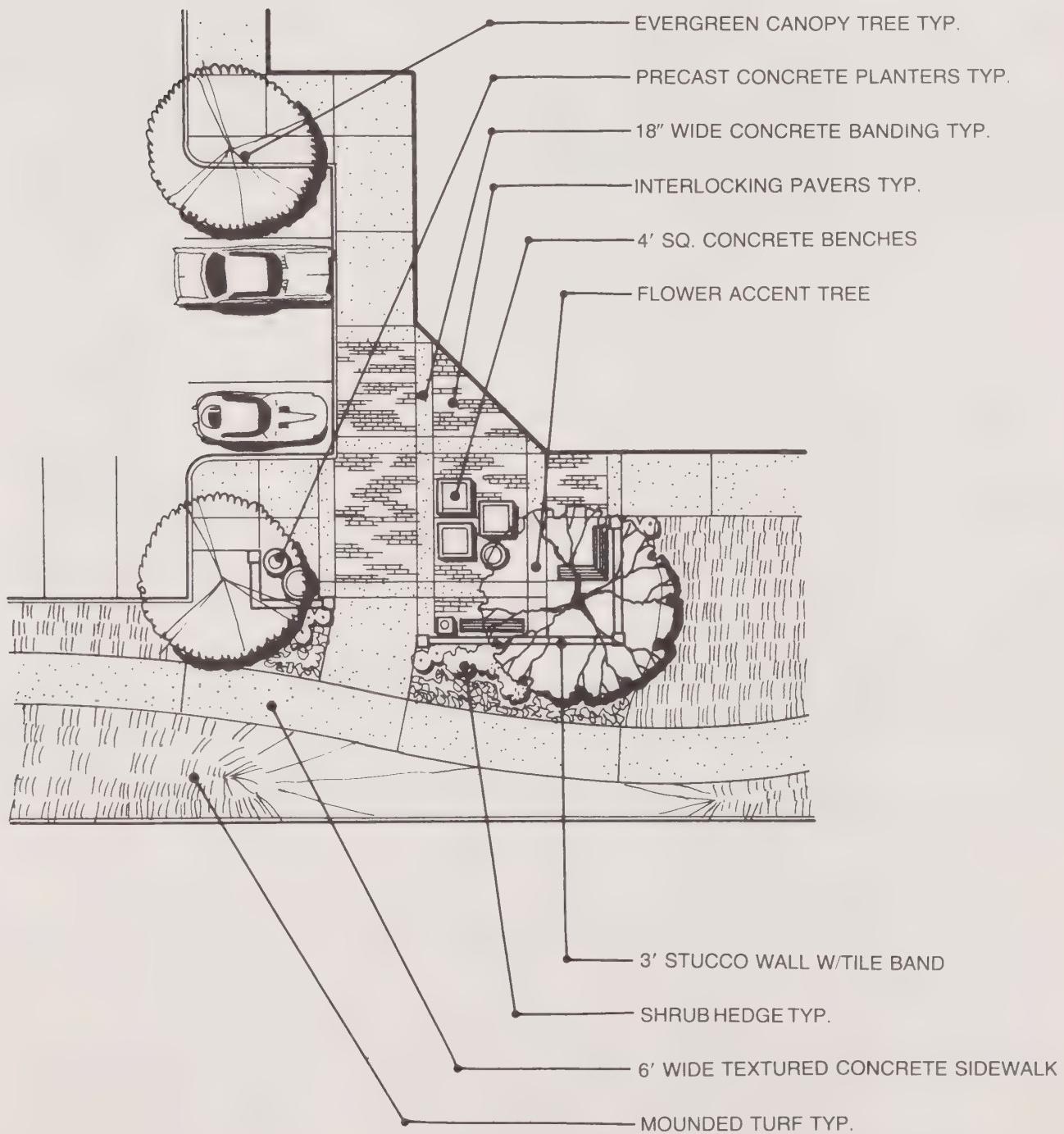
SOURCE: City of La Verne, Community Development Department.



0 2000
SCALE FEET

SAMPLE PAVING TREATMENTS FIGURE CD-7

SOURCE: City of La Verne, Community Development Department.





The lemon tree is the official citrus street tree. Six species of olives and six of avocado are also designated.

(3) Where tree preservation is not possible, the City may require the relocation of existing trees to other developments or other portions of the same project. Such relocations shall be bonded to provide for same-size replacement should the relocated trees not survive. In no event shall this policy be considered an exemption from policy (1) above.

(4) Where native species trees must be removed, the City shall require replacement at a 4:1 ratio. The City may require a mixture of sizes and ages so as to provide a natural-looking environment.

(5) Where natural riparian habitats have been damaged from previous development, the City may require remedial landscaping, grading, and drainage improvements to restore the area's character and appearance to its natural state.

(6) Existing riparian and wilderness habitats shall be protected.

(7) The City shall protect native species or landmark trees by ensuring that protection or relocation is accompanied by a minimum five-year maintenance program.

(8) The City shall adopt a tree preservation ordinance specifying exactly the terms, provisions and conditions under which significant trees shall be preserved and/or removed.

ISSUES

C-1. La Verne lacks a strong image both downtown and along its perimeters.

C-2. Community design issues in the downtown have not been linked sufficiently to economic development goals.

C-3. La Verne has a fine collection of landmarks, both natural and man-made, which the City's design policies have not capitalized upon.

GOAL C: Make La Verne's new development distinctive through design

POLICIES

C-1. Downtown development. The City shall place a high priority on revitalizing the downtown. This strategy will include:

a. Enhancement of merchant promotions, merchandising, beautification programs and marketing in connection with Chapter 10, economic development.

b. Development of a unified streetscape program emphasizing the downtown's historic role. (Figure 8) This program will include:

(1) Amenities including street trees, landscape planters, ornamental lighting fixtures, textured paving, places to congregate and rest, and colorful plantings;

(2) Physical improvements, including building maintenance; construction of uniform trash collection units; facade renovations fitting with the architectural character of Lordsburg;

(3) Parking lot improvements, including enriched paving, lighting and landscaping consistent with the character of Oldtown La Verne.

(4) A comprehensive design assistance program offering merchants workshops and design studios addressing new construction, renovation, and the art of generating architectural excitement in commercial projects.

c. Revision of community design standards in a new Lordsburg specific plan to replace the existing Oldtown Specific Plan.

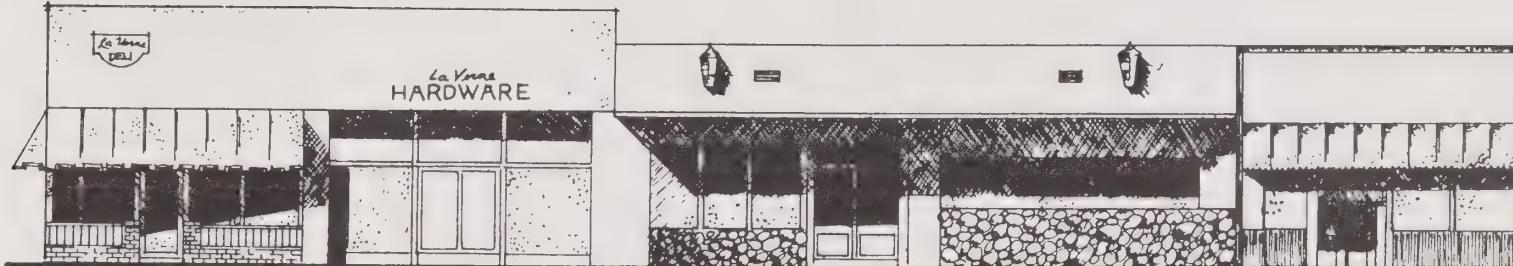
d. Development of an economic development master plan.

e. New structures and remodeling of existing structures which complement the original architectural traditions of Oldtown La Verne.

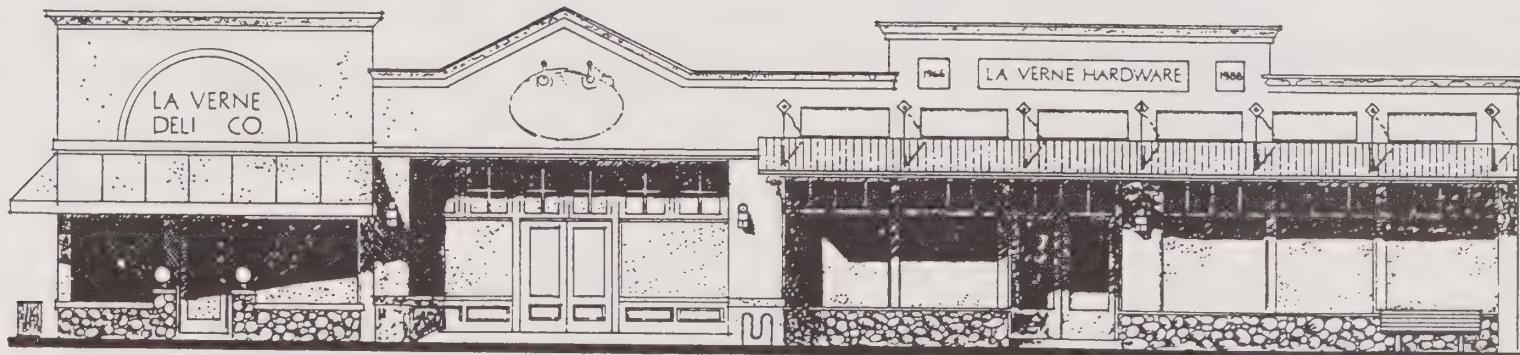
(1) The City shall encourage structures consistent with the following architectural styles: commercial brick vernacular, classical business block, beaux arts revival, zigzag modern, or contemporary interpretations of these or similar styles.

DOWNTOWN LA VERNE (SCHEMATIC) FIGURE CD-8

SOURCE: City of La Verne, Community Development Department.



EXISTING STORE FRONTAGE



PROPOSED FAÇADE TREATMENT

Artist: Steve Platt

(2) The City shall discourage structures which are inconsistent in height, bulk, massing, or setback with the Oldtown.

(3) The City shall discourage construction of new false facades, but instead encourages the removal of existing false fronts to expose original brick wall textures.

(4) The City shall encourage a lively street scene by incorporating the following elements in Oldtown design:

Theme banners	Reduced setbacks
Flag courts	Colorful plantings
Pergolas	Kiosks
Colorful awnings	

(5) The City encourages the cleaning and maintenance of facades, awnings, sidewalks, and flower beds.

f. Development of a beautification awards program in partnership with local organizations.

Design guidelines will be included in the revised Oldtown Specific Plan.

C-2. Peripheral areas. The City shall develop a uniform streetscape program which emphasizes major and minor entrances ("portals") to the City.

a. Major Portals

Major portals are designated at the following high-volume intersections:

(1) Arrow Highway and San Dimas Canyon Road

(2) Arrow Highway and Miramonte Street

(3) Foothill Boulevard at Damien Avenue

(4) Foothill Boulevard at Baseline Road

(5) Foothill Boulevard at Bradford Avenue

(6) Baseline Road at Eastern City Boundary

(7) "E" Street near McKinley Avenue

(8) White Avenue south of Arrow Highway (city boundary)

b. Minor Portals

Minor portals are designated at the following locations:

(1) Bonita Avenue e/o San Dimas Canyon Road

(2) Bonita Avenue at Pomona city boundary/Puddingstone Wash

(3) Puddingstone Drive at San Dimas city boundary

(4) Foothill Boulevard at Canyon View Drive

(5) Arrow Highway and "E" Street

c. New Neighborhood Portals
(See Figure CD-10)

The City shall continue to encourage the development of unified entry statements for new residential, commercial, and industrial projects incorporating textured paving, coordinated monument signs and landscaping.

d. Landscape Treatment

(See Figure CD-9)

Major portals will be treated as the most significant entry points into La Verne, and therefore the ones which set the tone for visitors and residents alike. The design of each portal will include one or more of the following elements:

(1) Low-rise monument sign surrounded by flowers, shrubs and trees;

(2) Enriched, textured paving at intersections;

(3) A water element (reflecting pool, fountain, or cascade).

(4) Prohibition on pole signs and billboards within 500 feet of the portal.

(5) Amortization and removal of existing, nonconforming signs.

(6) Sensitive lighting treatments.

(7) An emphasis on plantings and materials familiar to the area: river rock, rough hewn wood, tile, palm and eucalyptus trees, flowering trees (citrus, crepe myrtle, and jacaranda), historically significant trees (deodar, eucalyptus, oak).

SUGGESTED PORTAL TREATMENTS FIGURE CD-9

Entry statement incorporates creek rock and tile components consistent with early La Verne architecture.

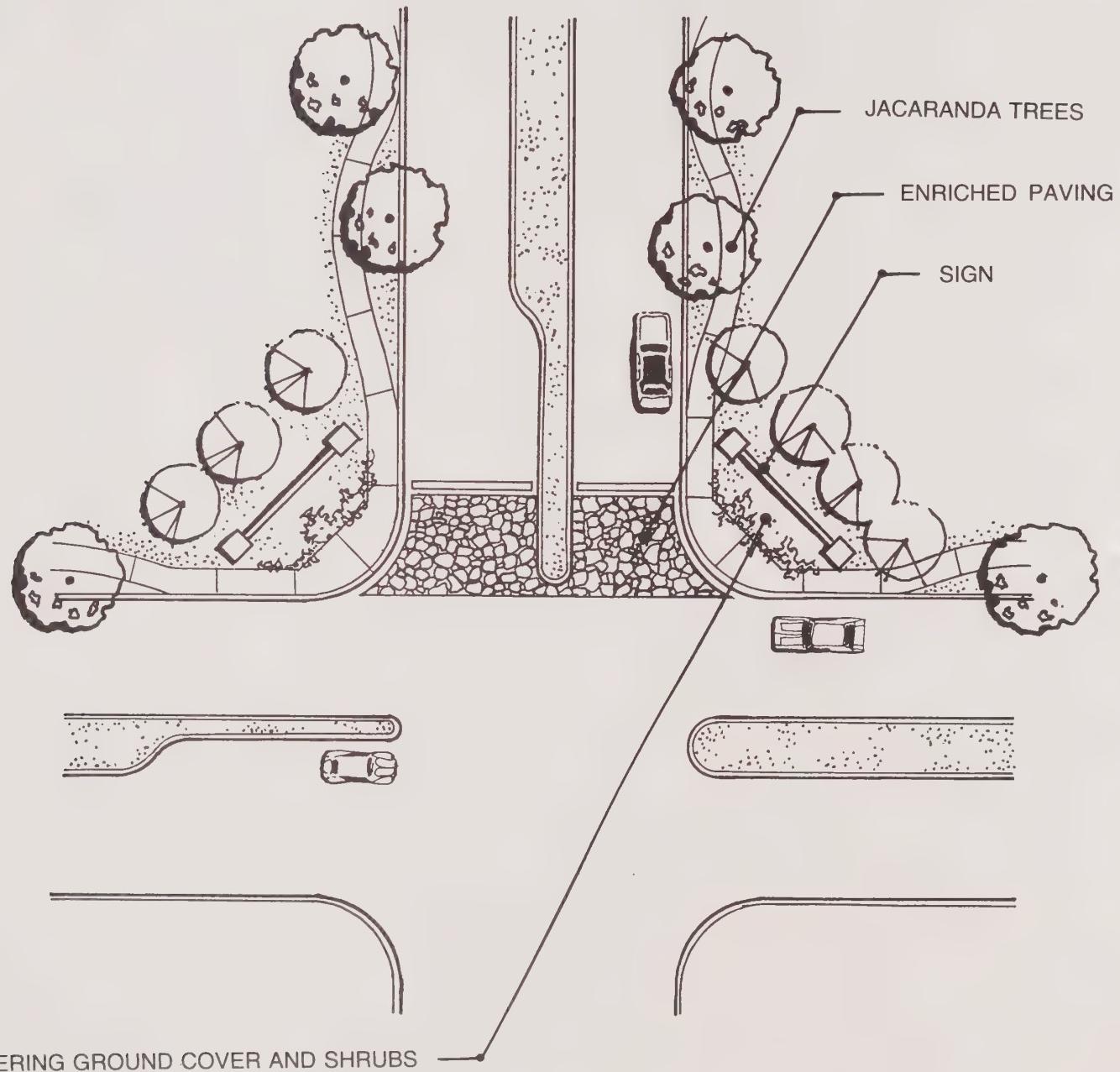
SOURCE: City of La Verne, Community Development Department.



*Entry statement incorporates creek rock and tile components
consistent with early La Verne architecture.*

AERIAL VIEW—NEIGHBORHOOD PORTAL FIGURE CD-10

SOURCE: City of La Verne, Community Development Department.



(8) Undergrounding of utility lines.

Minor portals are significant because they carry more local traffic than regional. They shall be treated with:

- (1) Landscape treatment surrounding a city boundary marker;**
- (2) Prohibition of billboards and pole signs within 500 feet of the portal.**
- (3) Consolidation and limitation of traffic, service club, and other signs to the minimum necessary for safety.**

d. County Islands

As isolated, county-controlled islands are annexed to La Verne, the City shall impose the following requirements on development:

- (1) Developers shall be required to plant street trees consistent with La Verne's image and character.**

C-3. Landmarks. The City shall encourage development which takes advantage of existing landmarks.

a. No development shall be permitted which blocks access to or views of significant architectural and historical landmarks identified in the historic preservation chapter.

b. Wherever possible, the City shall encourage the adaptive reuse (see glossary) of existing structures so as to preserve the harmony and integrity of historic neighborhoods. This means:

- (1) Renovating building facades to as closely as possible reflect their historic character.**
- (2) Protecting rather than demolishing historic or culturally significant properties by finding new uses which may be housed in them.**

ISSUES

D-1. Existing city policy does not prohibit either ridgetop grading or the filling of significant canyons.

D-2. New development has resulted in the loss of specimen oaks, eucalyptus, and other trees defining La Verne's environmental character.

D-3. Flood control installations have provided safety at the expense of North La Verne's environmental character.

D-4. Homebuilders' desires to provide exciting views conflict directly with the City's desire to protect its scenic backdrop.

D-5. La Verne's location, topography and street patterns provide excellent opportunities for solar design.

D-6. Water is a limited resource.
La Verne's semi-arid climate dictates the need for greater use of drought tolerant landscaping.

D-7. Past grading practices have scarred scenic canyons.

D-8. The City has not recognized its potential for outdoor living opportunities by encouraging outdoor uses and construction which utilizes local climate.

GOAL D: Capitalize on La Verne's natural resources

POLICIES

D-1. Scarring. All hillside developments shall be designed to prevent scarring visible from the Route 30 Freeway, Foothill Boulevard, and the City's designated scenic corridors.

D-2. Ridgetop and Canyon grading. Grading on ridgelines and in canyons shall be prohibited. Development shall be limited to those flat or gently sloping plains and mesas which can accommodate development without incurring visual, topographic, geologic or ecological damage. For the purposes of this section, ridgetop grading includes the grading of any significant ridge-line, knoll, saddle or other significant topographic feature visible from offsite.

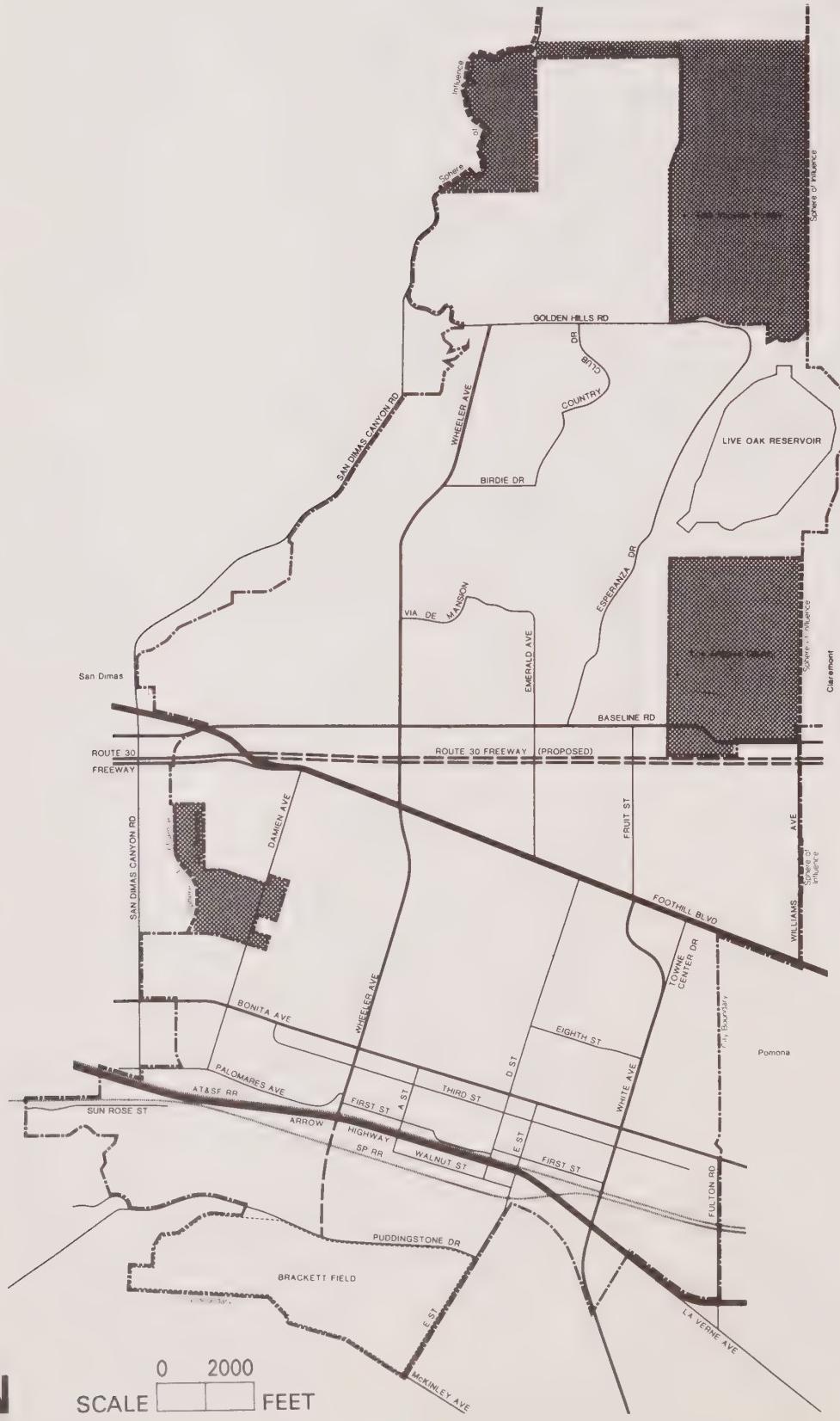
D-3. Hillside design. Hillside projects shall employ the following techniques:



The crepe myrtle won a 1975 contest naming it the City's official tree.

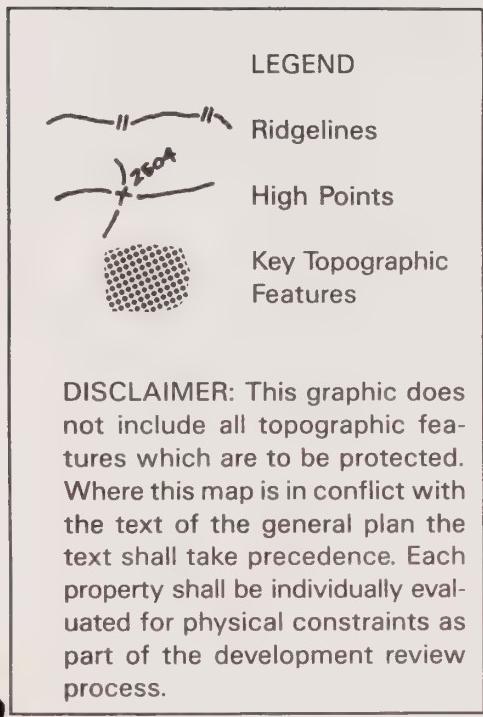
COUNTY ISLANDS FIGURE CD-11

SOURCE: City of La Verne, Community Development Department.

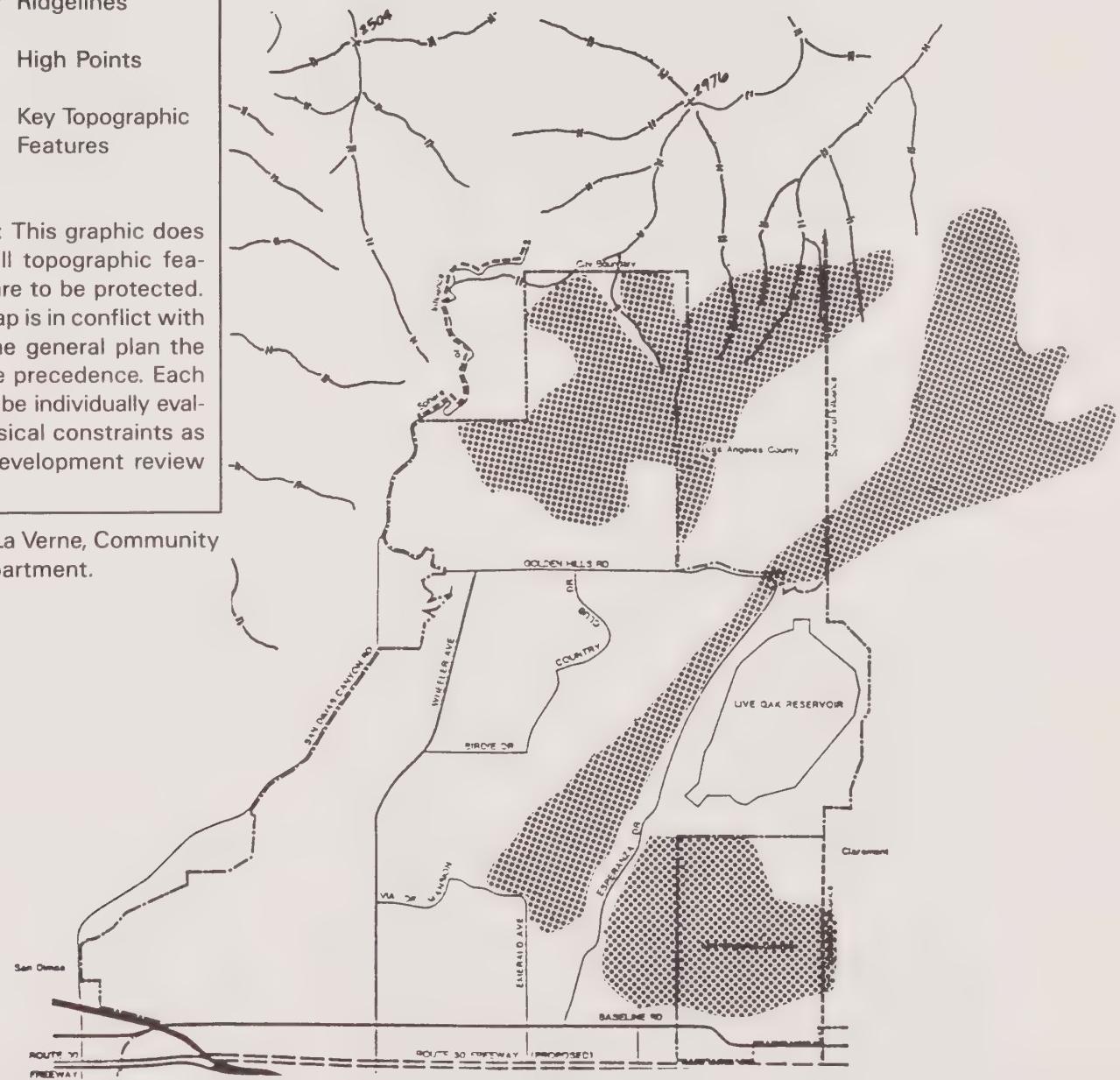


KEY TOPOGRAPHICAL FEATURES

FIGURE CD-12



SOURCE: City of La Verne, Community Development Department.



SCALE 0 2000 FEET

- a. Backcut grading behind minor ridges sufficient to conceal the full height of residential development behind the ridge. No grading shall occur along major ridges.
- b. Backdrop landscaping with heavy complements of trees, native or drought-resistant shrubs sufficient to reduce erosion and present a natural, undisturbed appearance.
- c. Use of natural building forms and materials associated with the historic patterns of architectural design and environmental character common to foothill citrus belt communities:
 - (1) Residential units shall be asymmetrically massed, with the horizontal proportions being far greater than the vertical proportions. The City does

not encourage any form of design for which its massing and proportions are inconsistent with the topography or surrounding neighborhood.

(2) Project design shall incorporate outdoor features associated with California's climate and geography: outdoor patios, automobile courts, colonnades, and water elements. Solar passive design shall be incorporated into all hillside projects, paying particular attention to orientation; passive solar technology; use of overhangs to create shade.

(3) Architecture consistent with Southern California traditions shall be encouraged, including modern interpretations of Arts-and-Crafts movement, California bungalow, stick,

Table CD-5
Preservation of Important Plant Material

Native Trees

<i>Alnus rhombifolia</i>	White Alder
<i>Juglans californica</i>	So. Calif. Black Walnut
<i>Plantanus racemosa</i>	Ca. or Western Sycamore
<i>Quercus agrifolia</i>	Coast live oak
<i>Quercus engelmannii</i>	Engelm oak

Also, the following large shrubs may reach the status of small trees (to 30'). They make valuable contributions to slope stability, erosion control, and wildlife, especially native birds.

<i>Heteromeles arbutifolia</i>	Toyon
<i>Quercus dumosa</i>	Scrub Oak
<i>Rhus laurina</i>	Laurel Sumac
<i>Salix lasioepis</i>	Arroyo Willow
<i>Sambucus mexicana</i>	Southern Elderberry

Historically Significant Trees

<i>Cedrus deodara</i>	Deodar cedar
<i>Cinnamomum camphora</i>	Camphora tree
<i>Quercus agrifolia</i>	Coast live oak
<i>Quercus suber</i>	Cork oak

Native Plant Communities

The following native plant communities have been almost entirely eradicated in Southern California: Valley Grassland, Coastal Sage Scrub, Southern Oak Woodland, Riparian Woodland, and lower elevation Chaparrals. The community of La Verne may wish to give timely consideration to the preservation of any remnants of these plant habitats found within the community.

shingle, period revival, Mission Revival, and Spanish Colonial Revival influences provided that they generally conform to the standards in (1) and (2) above. In reviewing projects, the City shall pay particular attention to mass and proportion.

(4) Architectural design shall incorporate constraints analysis, recognizing that the topographic, climatic, and other natural limitations of a site should influence its design rather than the other way around.

(5) Natural materials shall be encouraged, including creek rock, clinker brick, heavy wood timbers, glazed and unglazed tile.

(6) Hillside architecture shall not dominate the environment. Rather, its forms should mimic the natural contours of the hills; its colors should complement chaparral and earthen tones; and its materials should complement the natural landscape.

(7) Hillside subdivisions shall incorporate up-hill and down-hill product types which reflect the differences in units above and below street level.

d. Hillside projects shall incorporate drought-resistant landscape plantings emphasizing plants complementary to the California chaparral. Table CD-2 includes a list of suitable plants.

e. Low-rise lighting fixtures shall be used wherever possible. They shall be deflected away from residential properties.

D-4. Significant vegetation. New development shall protect existing stands of significant trees and vegetation wherever they occur. These include the species identified in Table CD-4; and heritage trees as specified by the City Council.

The City landscape architect shall determine areas of significant vegetation when reviewing initial development applications.

D-5. Watercourses. In new development adjoining watercourses, flood control channels, and other waterways, the City shall require:

- a. That the natural appearance of the channel be enhanced by sensitive grading, complementary planting techniques, and landscape treatments designed to conceal fencing.
- b. That development adjoining concrete flood control channels incorporate transitional landscaping at street crossings.
- c. That wherever possible, watercourses shall be combined with pedestrian amenities: riding and hiking trails, scenic corridors, linear parks, greenbelts, and other landscape features. The developer of a proposed project should consider not only the landscape and cross section of such facilities, but show how they can be interconnected with other elements of the City's trail and street systems.
- d. That flood control channels shall be treated at any place where they cross public streets with a combination of river rock, landscaping, decorative fencing, and pedestrian/equestrian trails.

ISSUES

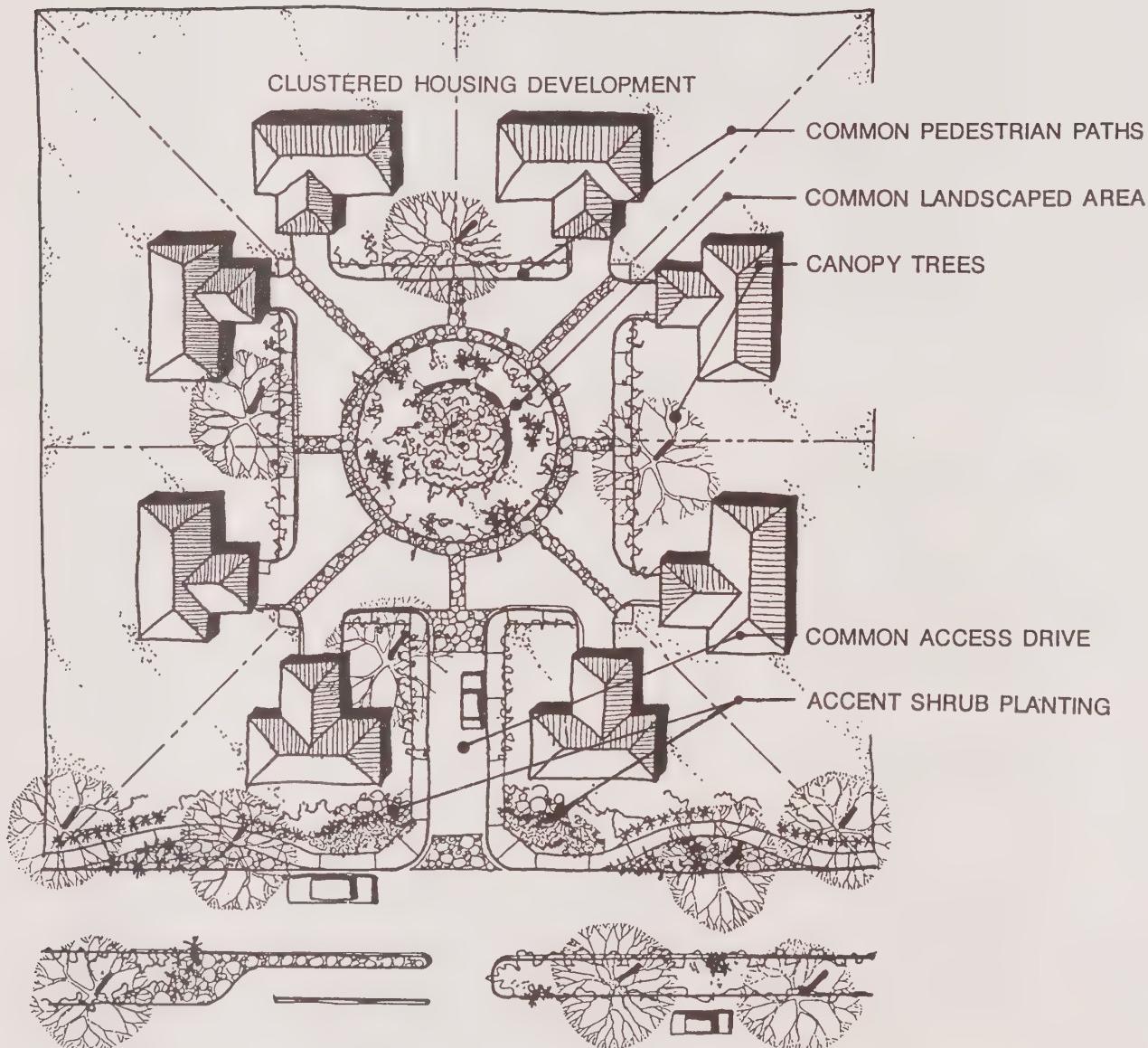
E-1. La Verne's design review process has discouraged innovation by presenting a limited number of architectural choices.

E-2. Buildings have been inappropriately scaled, massed, and site planned for pedestrian activity.

E-3. Design review processes have been inconsistent, resulting in mixed quality.

E-4. Design review processes have encouraged paste-on design solutions to make up for poor massing, uninviting site plans, and disunity in building design.

SUGGESTED AUTO COURT TREATMENT FIGURE CD-13

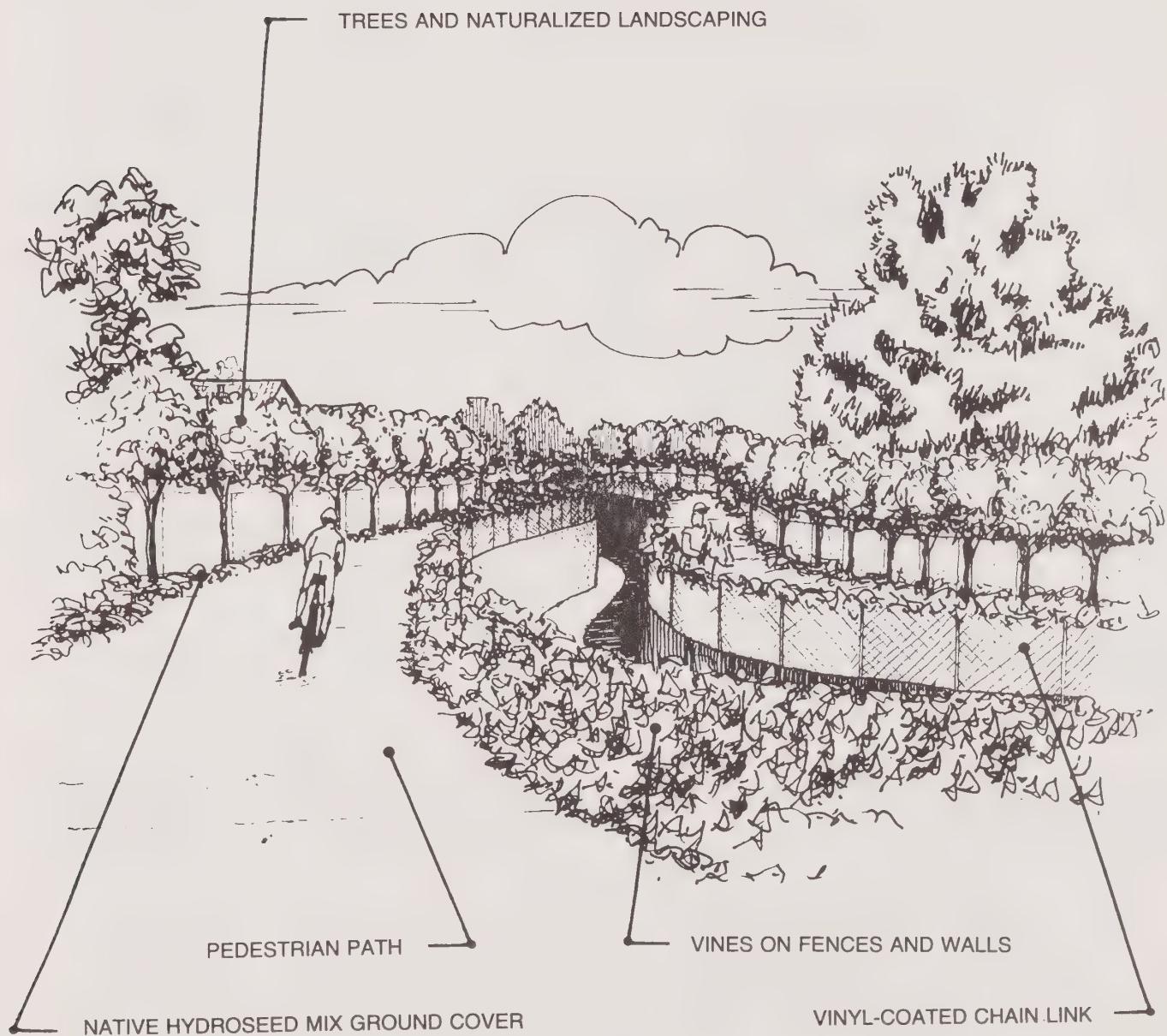


ARTIST: SILVIO POPOVSKY

SUGGESTED WATERCOURSE TREATMENT

FIGURE CD-14

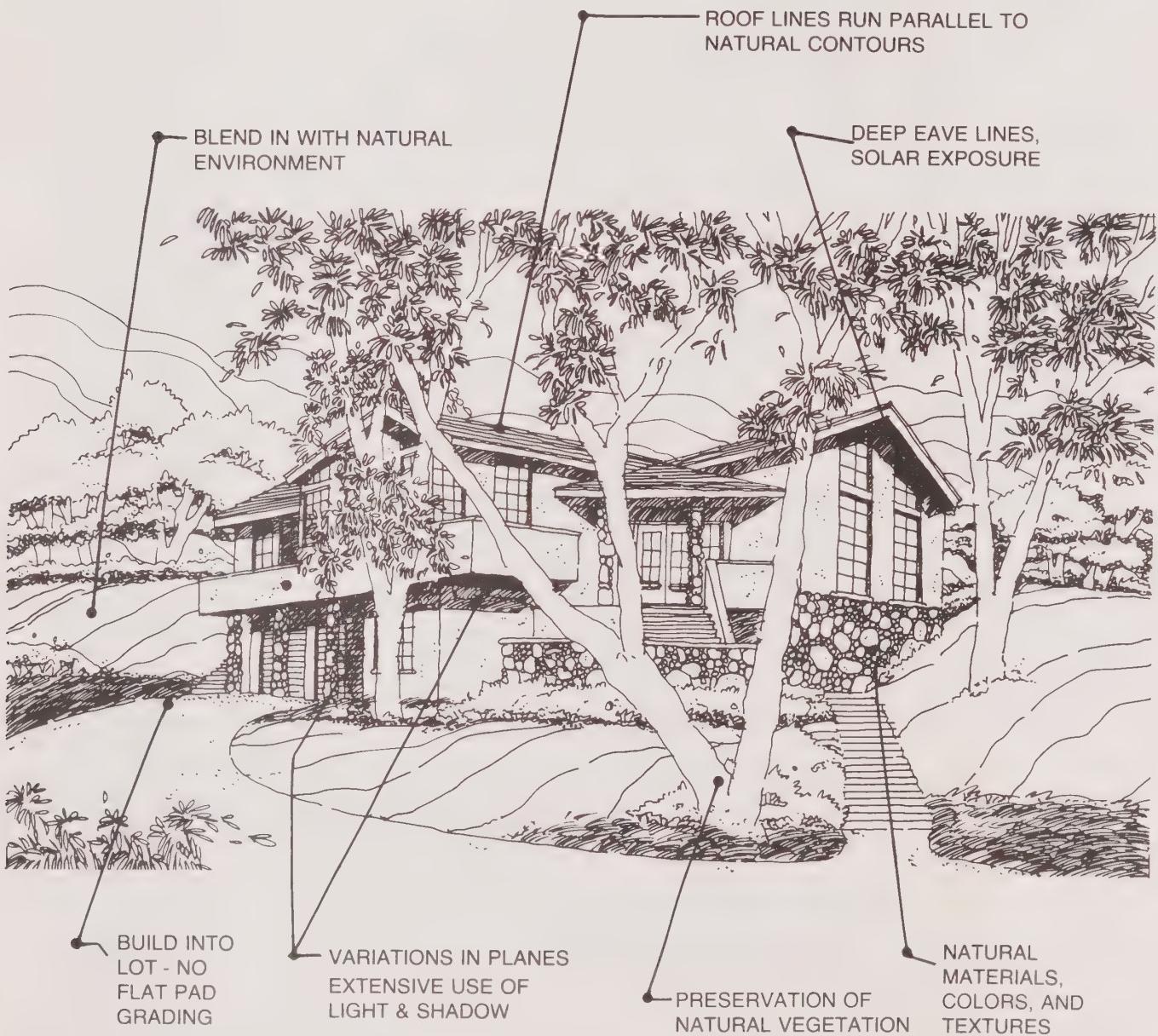
SOURCE: City of La Verne, Community Development Department.



HILLSIDE DESIGN TECHNIQUES

FIGURE CD-15

ARTIST: Steve Platt.



GOAL E: Improve the architectural quality of La Verne development

POLICIES

E-1. Design Innovation. In all neighborhoods, the City shall encourage architecture which is innovative in form and function. This means:

- a. In hillside areas, developing architecture which melds itself to the topography rather than dominating it. This can be achieved through the use of low, horizontal products; uphill-downhill product types geared to the slope and street characteristics; landscape screening to reduce visual impact; clustering of units to promote open space; and custom units specifically designed to the terrain of individual sites.
- b. In hillside areas, orienting residential units so that the rooflines run parallel to the slope rather than intersecting it. The net result will be to give a lower, more horizontal profile to development.
- c. In flatland and multiple neighborhoods, encouraging creative site planning making use of patio homes, zero lot line units, planned unit “cluster” developments, attached townhouse products, and auto courts.
- d. In commercial and industrial areas, encouraging projects which employ new and innovative treatments, massing, and finishes within the confines of this plan.

E-2. Adherence to Specific Plans. The following neighborhoods shall be addressed separately by specific policies indicated in parentheses:

- Oldtown La Verne (as defined by the Oldtown specific plan)
- Lordsburg (as defined in the Historic Preservation chapter)
- Foothill Boulevard Corridor (subject to the Foothill Boulevard Specific Plan)
- Industrial Specific Plan (Designated Specific Plan Area Specific Plan).

In these neighborhoods, design shall conform to the separate design standards found in the respective specific plans and historic preservation chapter.

- * Architecture all sides—full treatment

ISSUES

- F-1.** Many commercial and industrial projects are not pedestrian-oriented. They abandon the pedestrian to the automobile.
- F-2.** Many industrial and commercial projects are massed in a formal and uninteresting manner which discourages human scale.
- F-3.** Many projects do not provide sufficient visual interest in color, plane, massing, landscaping and lighting.
- F-4.** Many projects do not relate to either the street or surrounding properties in a meaningful way. They discourage both pedestrian and vehicular access.
- F-5.** La Verne has not taken advantage of its environment to require indoor, outdoor, and combination people spaces.
- F-6.** La Verne is criss crossed by edges which artificially divide streets and neighborhoods.

GOAL F: Encourage design which is people-oriented: sensitive to the user's needs

POLICIES

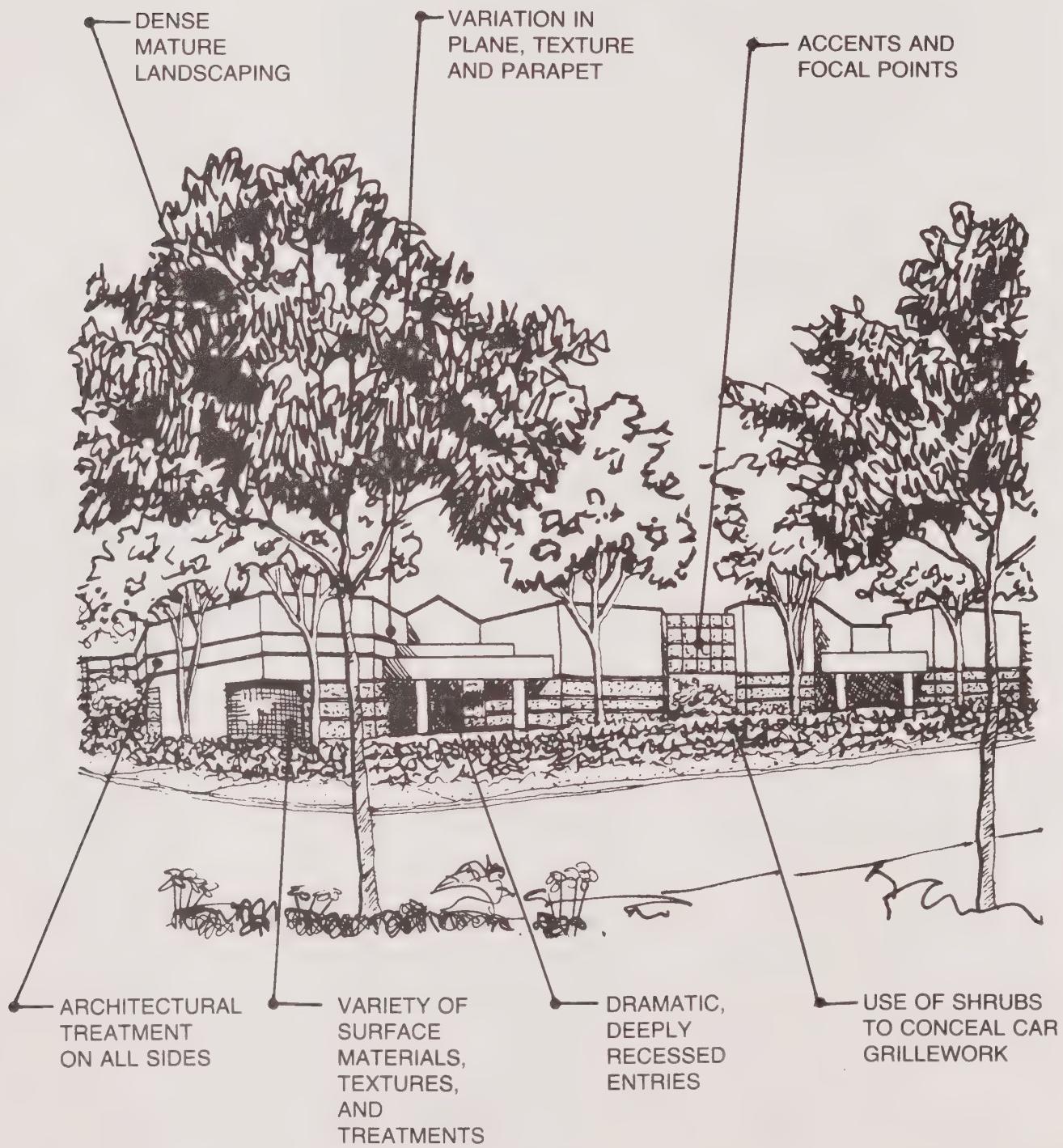
F-1. Site plans. All commercial and industrial projects shall incorporate a site plan in which buildings are juxtaposed at differing angles, rather than arrayed along rectangular axes.

F-2. Architectural variety. Building facades shall incorporate varied planes and textures; natural rather than manufactured finishes; variety in window and door treatments.

F-3. Scale. Architecture shall be encouraged which disaggregates massive buildings into smaller parts with greater human scale.

INDUSTRIAL DESIGN FIGURE CD-16

SOURCE: City of La Verne, Community Development Department.



F-4. *Landscaping.* Mature landscape plantings shall be incorporated into commercial projects to define and emphasize entrances. Including along fronts of buildings facing parking lots.

On the following types of projects, landscaping shall be installed prior to completion of the first building phase for the entire project, including all vacant land:

- New specific plans;
- Future development carried out under existing specific plans;
- New commercial and industrial projects exceeding five acres total, regardless of the size of individual parcels within the development plan.

F-5. *Theme elements.* All major commercial developments shall incorporate theme elements intended to distinguish the project from other development; foster individuality; and promote gathering opportunities. These elements include:

OUTDOOR ELEMENTS

Outdoor cafes	Patios and plazas
Gateways	Water elements
Kiosks	Booths
Flag courts	Amphitheaters
Gardens	Outdoor markets
Trellises and arbors	Colonnades and arcades
Bell towers	Carillons
Theme towers	Gateways
Galleries	Clerestories

All projects should distinguish between informal and formal areas.

F-6. *Pedestrian focus.* Commercial development shall be designed to make the pedestrian feel at home.

a. All projects shall incorporate direct walkways which cross the parking lots, connecting the buildings with the streets and bus shelters.

b. Parking lots at the rear shall not be isolated from the fronts of buildings. Commercial developments shall provide either mid-building pedestrian access or fully treated rear entrances. Delivery areas shall be separated from pedestrian areas.

c. Rather than relating only to the parking lots, projects should also include internal features which are not jeopardized by automobile noise and congestion. These should be designed with the type of visual and social elements which can draw the pedestrian from building to building, patio to courtyard.

d. Where pedestrian crossings are developed, curbs shall be pinched to shorten the crossing distance required. Additional pedestrian protections, including bollards and defensible space landscaping shall be required.

e. Pedestrian walkways, including (but not limited to) those directly under building canopies, shall be made inviting by one or more of the following techniques:

- Banded or textured paving
- Turf block areas
- Rest areas
- Pavilions or bandshells
- Outdoor dining
- Theme plantings
- Trees projecting through canopies
- Bollards and kiosks
- Trellises and arbors planted with bougainvillea, wisteria, climbing roses, or similar plants

f. Bus shelters shall be incorporated in all new commercial and industrial projects, and in all residential, institutional, or other developments fronting major highways as defined by the circulation element. Bus shelters may also be required in rehabilitation projects affecting existing commercial and industrial projects.

g. The City will incorporate the construction of bus shelters for existing projects into its capital improvement program.

F-7. *Pedestrians and the street.* New streets shall be developed to assist rather than alienate pedestrians.

- a. In residential areas, straight streets shall be avoided. Curvilinear streets shall be used.
- b. Landscaping shall incorporate street trees along all streets, of species which provide sufficient canopy to shade the street and bring the edges closer together.
- c. The City shall pursue undergrounding of utilities in existing areas and require that utilities be undergrounded on all major new development.
- d. The City shall continue to pursue funding sources for undergrounding of utilities on Arrow Highway, Foothill Boulevard, "E" Street, Bonita Avenue, and other major streets.
- e. Textured paving to define pedestrian crossings shall be used wherever possible.
- f. Walled projects (including gated residential communities) shall be designed to provide an interesting streetscape:
 - (1) Walls shall be varied in plane and texture, utilizing different types of materials and colors.
 - (2) Landscaped greenbelts, vine pockets, and other landscape techniques shall be employed.
 - (3) Curvilinear wall alignments and meandering sidewalks shall be encouraged along project peripheries.
 - (4) Variation in setbacks and front wall planes behind there established minimum setback line shall be encouraged. Variation in front of the minimum setback line shall be discouraged.
- g. Adjoining projects, even if not directly compatible with adjoining land uses, shall be designed to maximize potential interconnections; pedestrian connections through the use of gateways, walkways, and directional signs are encouraged.
- h. The City shall require that new residential development, and other types of development where appropri-

ate, place the planted parkway adjacent to the curb rather than next to the property line inside the sidewalk.

F-8. Walkway landscaping. Landscaping techniques shall be used which enhance the pedestrian's appreciation of the environment:

- a. In front of major stores or anchor tenants greater than 15,000 square feet, a landscape screen shall be provided directly in front of the stores rather than leaving the facade barren. This screen shall include vegetation designed to reduce the amount of pavement; and improve the scale by visually lowering the building height and mass.
- b. Enriched, varied textured paving treatments shall be used at all project entries; wherever pedestrian crossings, plazas, or gathering areas are proposed; and as an accent feature to break up the monotonous appearance of concrete walkways.
- c. Bollards and pedestrian-level accent lighting shall be employed.
- d. Bus benches and other waiting areas shall be shaded from the sun. Each project shall incorporate at least one bus bench, taxi stop, or similar pedestrian area.

F-9 Facade treatments. All facades of the building shall be considered in project design. Each facade, whether facing the street or rear property line, shall have full architectural treatment. Façade design should anticipate:

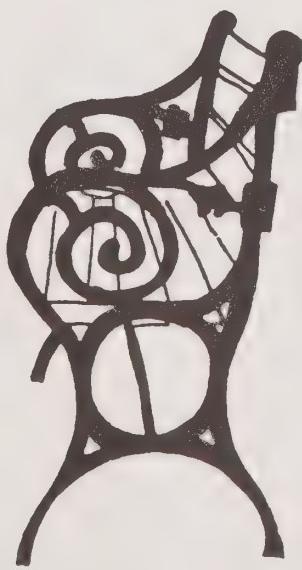
- a. Shadow play through the use of deeply recessed or projecting features, including pop-out window masses, built-up relief details, cornices, trim, recessed windows and entrances;
- b. Variation in roofline and parapet treatments to create visual interest.
- c. Fully defined architecture on all facades facing freeway rights-of-way and public streets, including windows, doors, architectural details and emphasis landscaping.

OUTDOOR ELEMENTS FIGURE CD-17

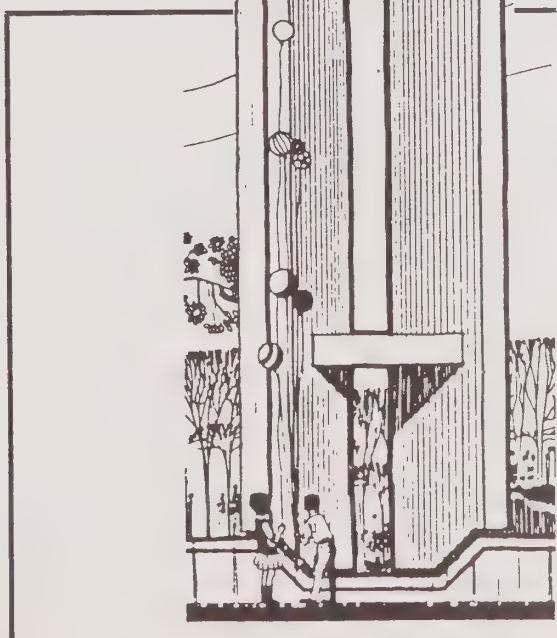
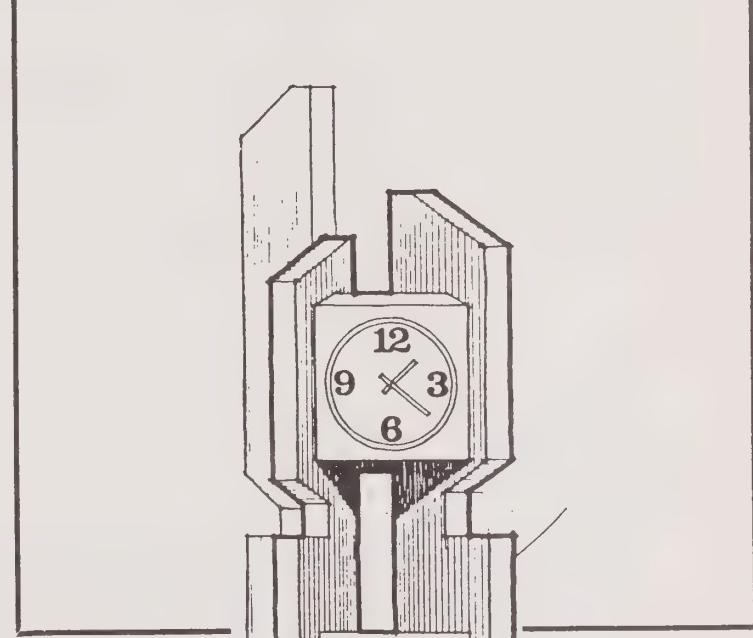
SOURCE: City of La Verne, Community Development Department.



"Guild" Signs



Old Town Pedestrian Benches

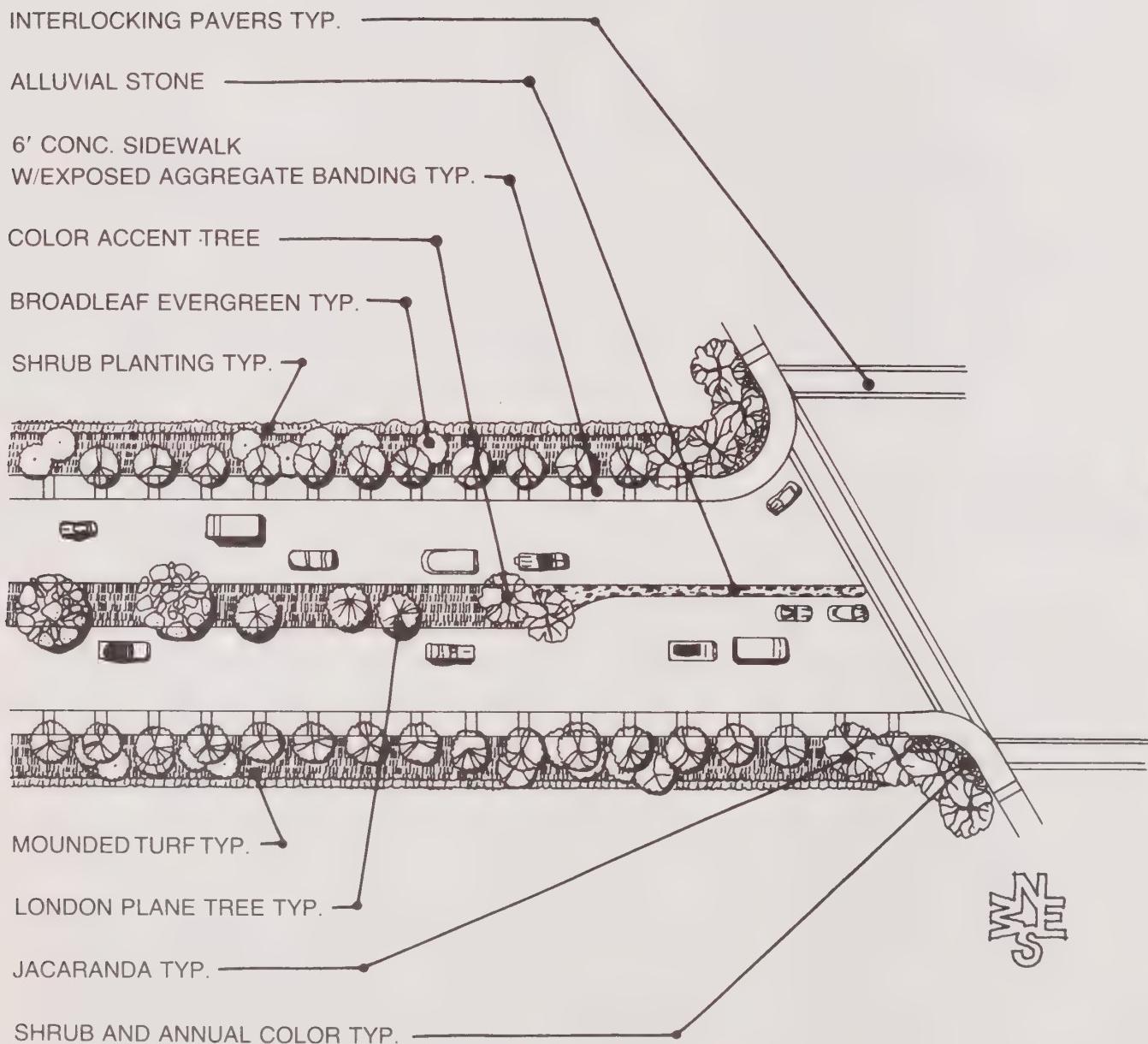


Clock and Theme Towers

STREETSCAPE IMPROVEMENTS

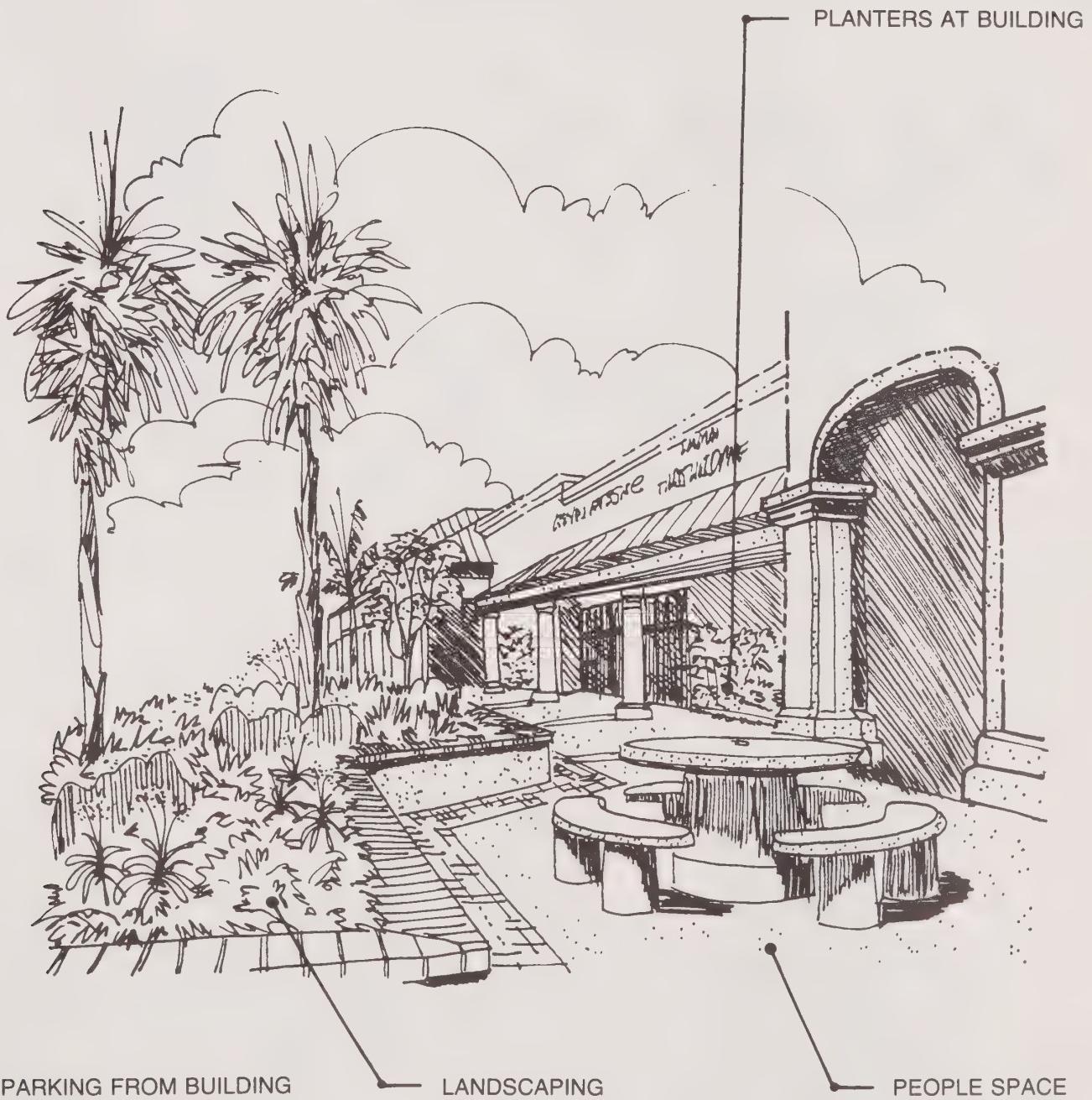
FIGURE CD-18

SOURCE: City of La Verne, Community Development Department.



LANDSCAPE SCREENING FIGURE CD-19

SOURCE: City of La Verne, Community Development Department.



SEPARATE PARKING FROM BUILDING

LANDSCAPING

PEOPLE SPACE

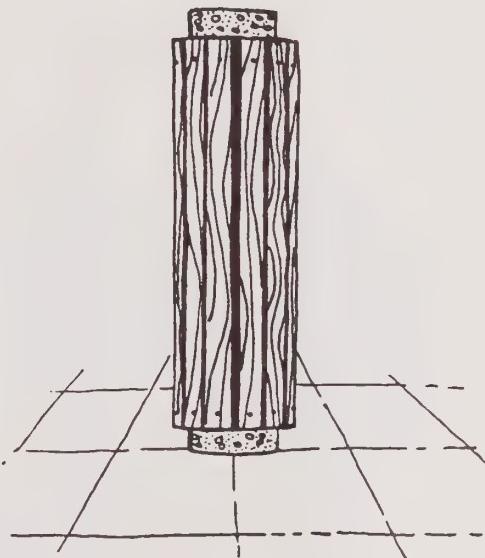
This graphic illustrates
how landscape planters enhance
storefronts when used to
buffer parking areas.

STREET FURNITURE FIGURE CD-20

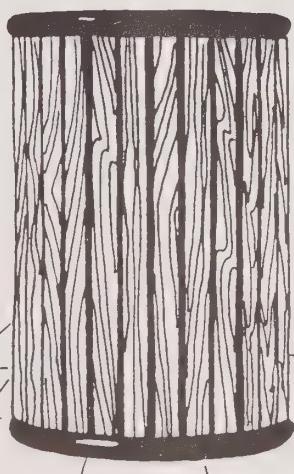
SOURCE: City of La Verne, Community Development Department.



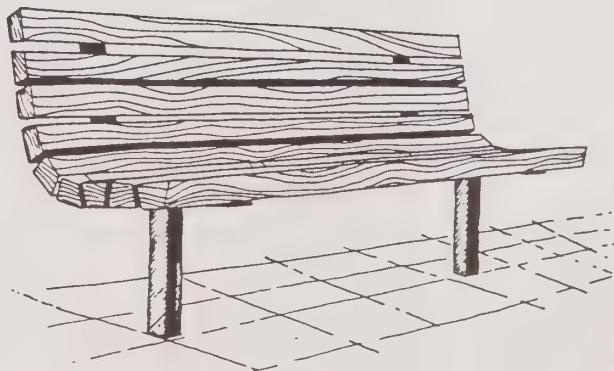
Awnings and Window Signs



Bollards



Trash Receptacles

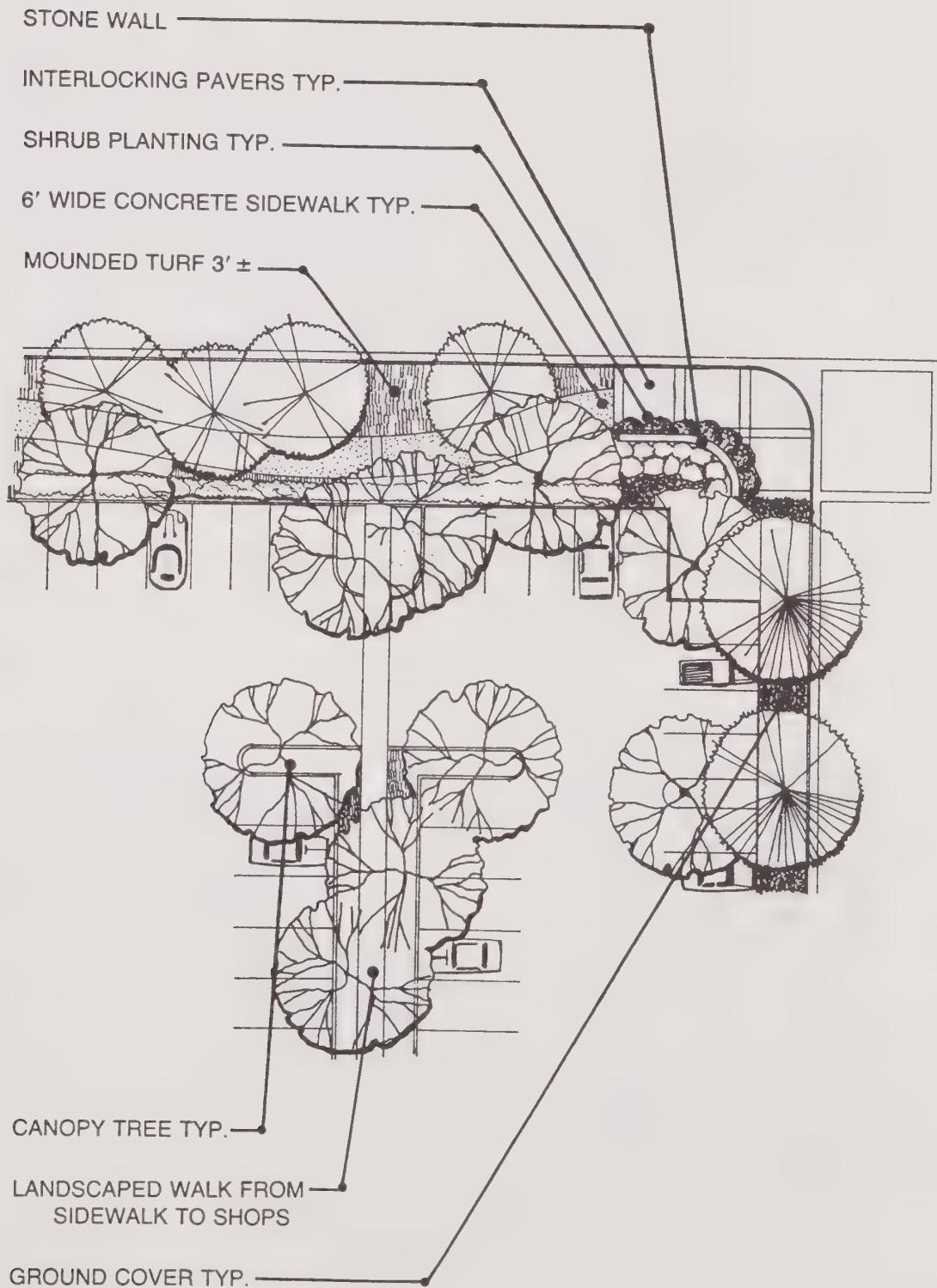


Pedestrian Benches

PARKING LOT DESIGN

FIGURE CD-21

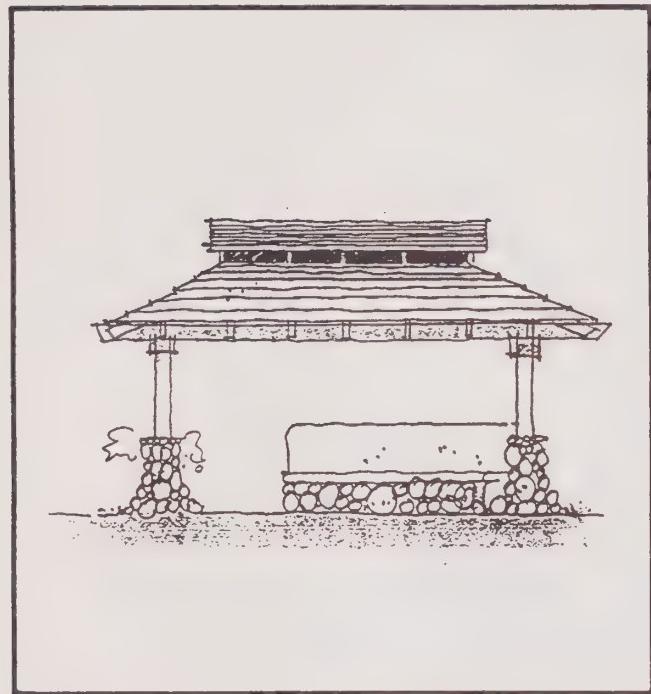
SOURCE: City of La Verne, Community Development Department.



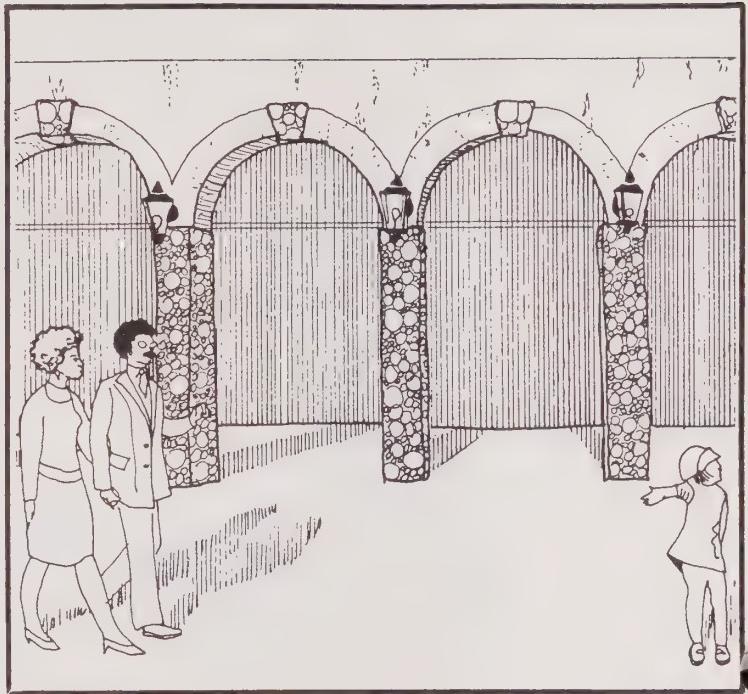
PEDESTRIAN AMENITIES

FIGURE CD-22

SOURCE: City of La Verne, Community Development Department.



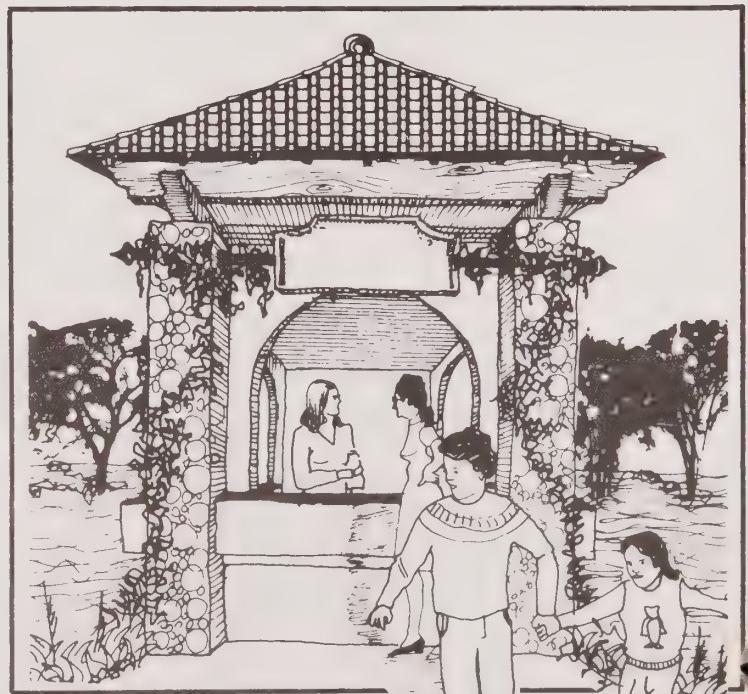
Bus Benches



Colonnades



Kiosks



Kiosks

F-10 Roofs and parapets. Roof design shall be integral to project design. Roof treatments should:

- a. Encourage strong geometry, varied and staggered to increase visual interest.
- b. Conceal all rooftop equipment.
- c. Avoid paste-on mansards or other treatments relieving unadorned rooflines.
- d. Emphasize low-rise, varied and horizontal roof character.

F-11 Flood control. Wherever projects adjoin washes and flood control channels:

- a. The wash shall be covered and developed with pedestrian amenities; or
- b. The project shall include pedestrian amenities which connect the project to streets and neighborhoods across the wash. This may include the construction of pedestrian bridges, gateways, linear greenbelts, and other design amenities. Dense landscaping shall be used to promote the "greening" of the City.
- c. Streets, alleys, and driveways parallel to or crossing flood control channels shall incorporate peripheral landscape treatments.

See also related standards for watercourses on Figure CD-14.

OTHER POLICIES

The City has also established other policies based on the findings of the 1987 background report:

G-1. Gardens and trees. La Verne encourages the use of private gardens and promotes their contribution to the landscape.

G-2. Freeway and other public roadway design. The proposed Route 30 Freeway portends special design problems which are not easily resolved through conventional architecture and landscape design.

PROJECT DESIGN

In addition to the policies and standards set by the noise chapter, projects adjoining freeways shall:

- a. Be oriented away from the freeway.
- b. Receive full architectural treatment on the freeway side. This includes:
 - (1) Variation in plane and texture sufficient to prevent a monotonous or massive appearance from the freeway.
 - (2) Variation in door and window treatments.
 - (3) Architectural accent through use of trim materials, accent color, pop-out and recessed relief details.
 - (4) Concealment of roof equipment
 - (5) Mature emphasis landscaping in a belt along the freeway right-of-way.
- c. Not employ pole mounted ground signs intended to advertise goods or services to freeway traffic.
- d. Incorporate sound walls and backdrop landscaping.

PUBLIC IMPROVEMENTS

The design of the freeway, its interchanges and grade separations can detract from neighborhood character by isolating them with unattractive and impenetrable barriers.

- e. The City shall work with Caltrans to provide attractive freeway landscaping.
- f. Arterials which cross over or under freeways shall be provided with planted medians sufficiently wide to include minor entry signs and landscaping. All medians shall be fully landscaped and treated with brick, tile, turf block, stamped concrete, pavers, or other elements.
- g. The undersides of freeway underpasses, railroad grade separations and other similar elements shall be scored, tiled, landscaped, or otherwise treated to diminish the raw, unfinished, and uninviting appearance of these structures. The Council may permit tile murals, decorative concrete

work, or other elements on those facilities under its jurisdiction with the review and consent of Cal Trans.

h. The City shall prohibit the indiscriminate placement of highway directional signs, traffic signs, street identification signs, and other similar devices in such manner as to create visual blight or driver confusion.

Advertisement of available services shall be listed on standard, Caltrans-installed freeway signs indicating the availability of food, gas, lodging, or other services.

i. The City shall establish loan, grant, or other programs to provide landscaping of residential lots immediately backing to proposed freeway routes and railways.

j. Through the capital improvement program, the City may establish funds for the construction of landscaped medians along streets wide enough to accommodate them.

k. Landscaping near freeway off- and on-ramps should be designed to announce the driver's entry into La Verne. Landscape design should incorporate the City tree, the crape myrtle, along with other tree selections which may be determined by the City landscape architect.

l. Street lighting in neighborhoods should be consistent. In older neighborhoods, City policy shall encourage the conversion of older fixtures to modern light standards consistent with those used in newer subdivisions.

m. Street lighting in the Oldtown should reflect the historic theme and character of the City's original business district. Only lighting consistent with this theme shall be encouraged.

n. The City will continue the use of moderate size, white-on-brown signs to identify public and community facilities.

o. The City discourages the placement of multiple directional and traffic signs on light standards which confuse the driver and create visual

pollution. This policy does not prevent City authorities from placing the minimum signs necessary to ensure public safety.

G-3. Viewscape and utility wires. The City encourages undergrounding of utility wires to protect scenery, enhance the appearance of major boulevards, and promote neighborhood character.

a. The City shall continue to require the undergrounding of all utilities through its standard list of conditions.

b. Where above-ground installations are not required, the City shall encourage electrical vaults to be placed underground. Where the installations must be above ground, the City shall require these to be landscaped and concealed by a low decorative wall.

G-4. Arrow Highway/Link to Oldtown. To improve the appearance and function of Arrow Highway, the City shall require that new development and landscaping along Arrow Highway be connected visually, through landscape and design standards, to the historic downtown. These strategies may include:

a. Landscaping of the minor portal (defined in definitions section) which is found at the railroad crossing separating Arrow Highway from the University of La Verne.

b. Consistent planting of street trees to emphasize the arrival of the vehicle into downtown La Verne.

c. Entry monuments and directional signs encouraging the traveler to turn north at "D" Street rather than at "E" Street.

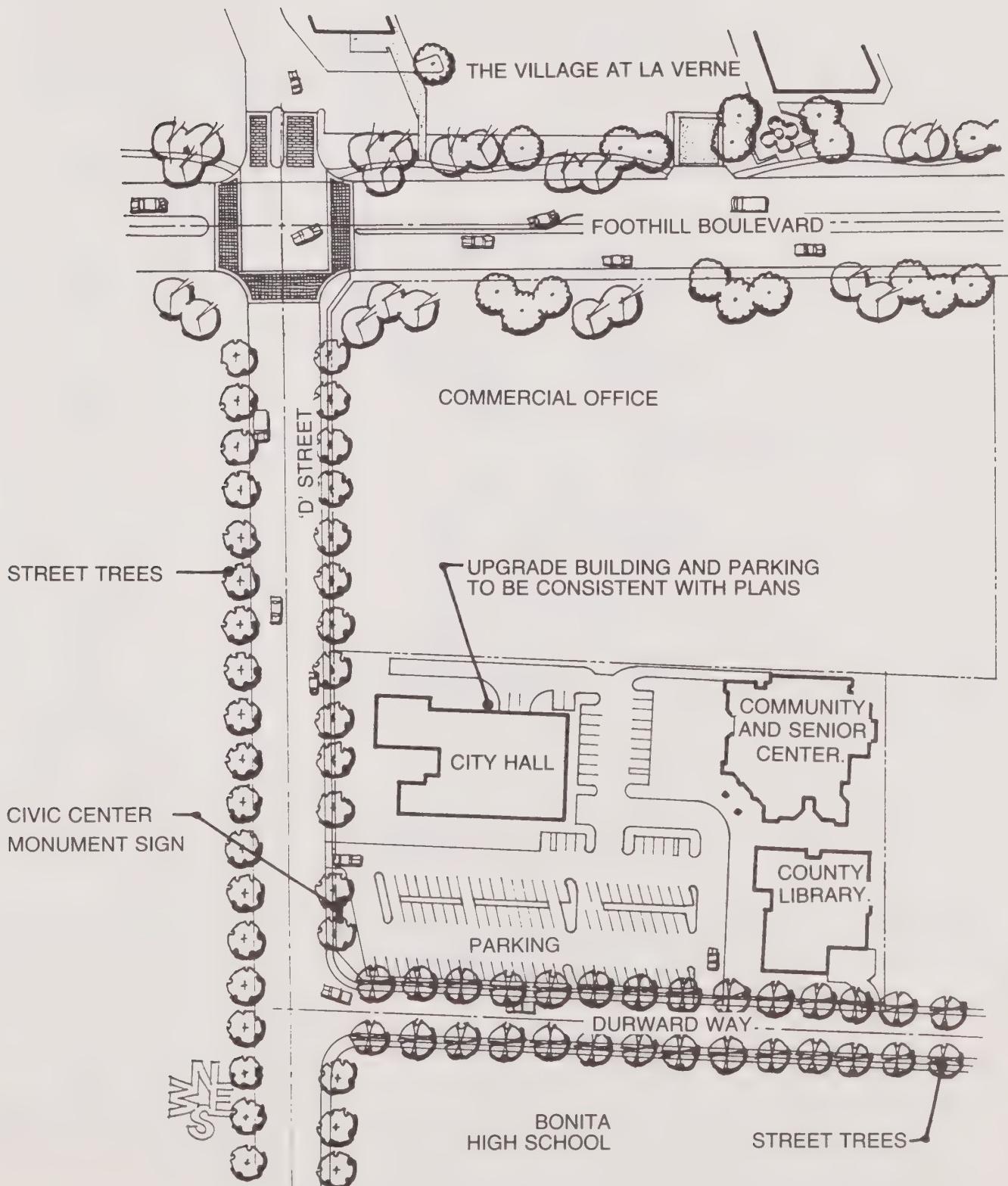
G-5. Parking lot design. Parking lots shall be treated to minimize the influence of vehicles on landscape and community design. In both commercial and residential projects, the City may require:

a. Depression of parking lot grade to reduce the impact of automobiles when seen from the street.

CIVIC CENTER NODE

FIGURE CD-23

SOURCE: City of La Verne, Community Development Department.



- b.** Development of walls and landscaping at sufficient height to conceal car grillwork from the street.
- c.** Installation of enough trees within the parking lot to shield at least 50 percent of the parking lot during high sun hours after 10 years' growth.
- d.** Parking lot design which breaks up parking areas between landscaped belts, thereby reducing the massive and unbroken appearance of hot, hard paved surfaces.
- e.** Inclusion of pedestrian amenities including walkways, bus benches, and other features; textured paving along pedestrian walkways and under building canopies.
- f.** Continuous connection of planters rather than isolated tree wells and planters separated by wide expanses of paving.
- g.** Encourage a 5'0" minimum clear planting space for all planting areas. Narrower planters are difficult to properly maintain and often die, are trampled, or covered by the front bumpers of cars.

These policies shall apply to both public and private parking facilities.

G-6. Signs. Signs shall be designed to reflect the architecture, streetscape, and design characteristics of the property served. The City shall make enforcement and amortization of nonconforming signs a top priority.

GROUND SIGNS

- a.** The City shall require that all signs incorporate landscaping as needed to reduce visual height and impact from the street.
- b.** The City may require potential sign locations and treatment to be shown on all landscape plans in advance of actual sign submittals.
- c.** The City shall encourage variety in shapes, massing, and architectural treatment. Plain metal and plex signs,

inflatable signs or signs designed to be flown, including balloons, strings of balloons, kites, or pennants, shall be discouraged. Varied geometric forms shall be preferred over boxes and rectangular shapes.

- d.** The City shall encourage solid sign pedestals rather than posts.

WALL, CANOPY SIGNS

- e.** The City shall encourage the use of channel letters, reverse pan channel letters, illuminated routed wood signs, and other techniques.
- f.** Guild signs shall be encouraged for use on older structures or under building canopies.
- g.** Master sign programs shall be developed, maintained, and observed for all commercial and industrial centers.

G-7. Civic center identity. The City shall seek to improve the character and image of the civic complex through additional site plan and landscape improvements.

- a.** New structures shall be encouraged which observe the same development standards imposed on private development.
- b.** The civic center shall continue to evolve with the construction of the community center building, entry monument signs, remodeled parking lot, and other physical improvements.
- c.** The City shall incorporate the principles of the Foothill Boulevard Specific Plan requiring that streetscape treatments at the corner of Foothill Boulevard and D Street be designed to emphasize the civic center's importance.
- d.** Pedestrian improvements to the intersection of "D" Street and Foothill will be required with any new development.

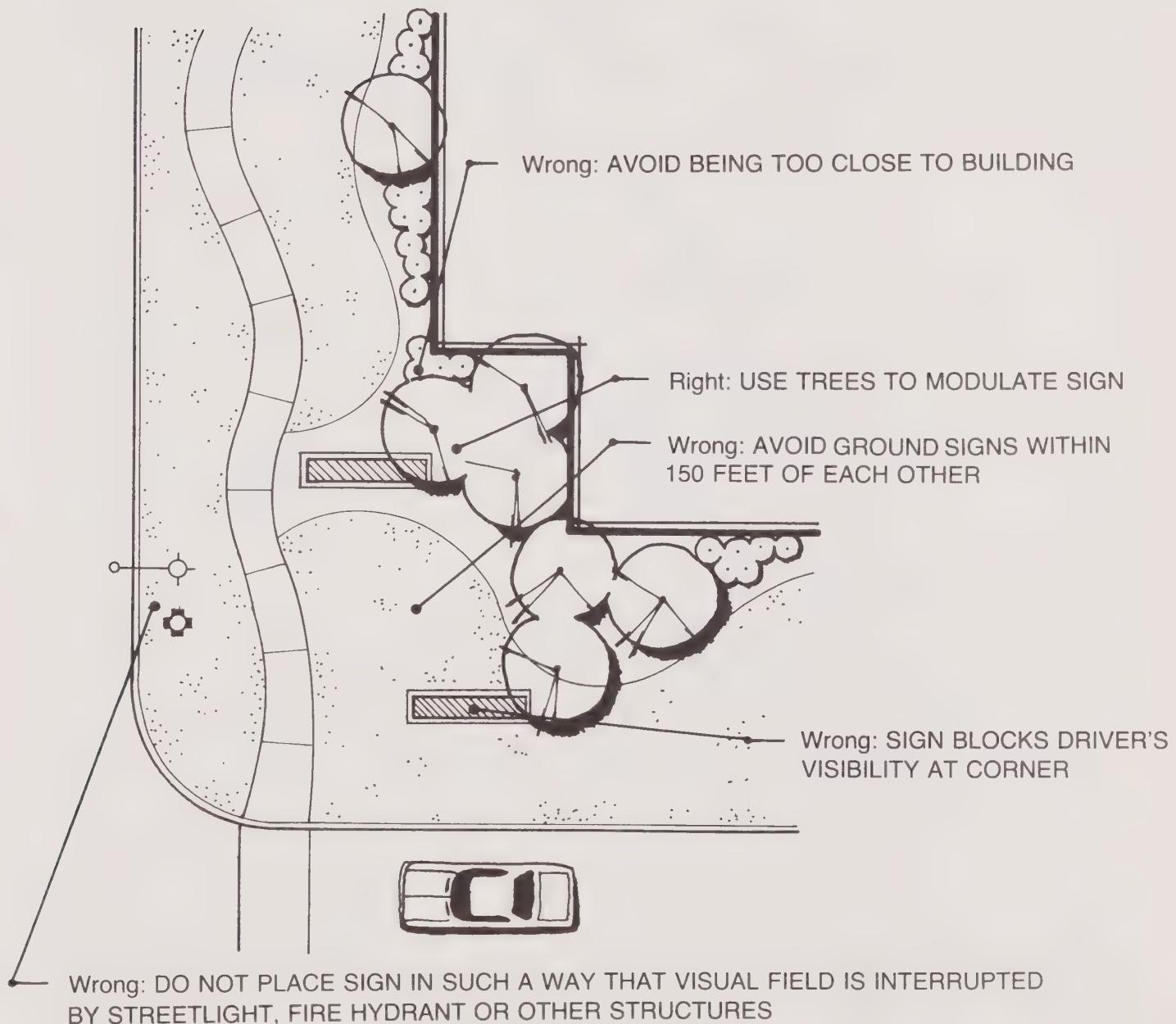
G-8 Fairplex. The City:

- a.** Encourages the renovation of fairground facilities.
- b.** Urges the County of Los Angeles, Fair Association, and City of Pomona

PRINCIPLES OF GROUND SIGN DESIGN

FIGURE CD-24a

SOURCE: City of La Verne, Community Development Department.



PRINCIPLES OF GROUND SIGN DESIGN

FIGURE CD-24b

SOURCE: City of La Verne, Community Development Department.

Right: TREES NEAR SIGN REDUCE MASS AND "ANCHOR" SIGN TO GROUND.

Right: SIGN SHOULD APPEAR LONGER THAN IT IS HIGH; SHOULD BE AT ONE WITH TERRAIN

Right: ROUGH FINISHES CONSISTENT WITH BUILDING MATERIALS

Wrong: TOO MUCH PLEXIGLASS; LETTERS REQUIRE GREATER DEFINITION

Right: USE OF NATURAL MATERIALS WHENEVER POSSIBLE.

Right: INTERESTING SIGN SHAPE ATTRACTS ATTENTION; AVOID BOXY SHAPES.

OakCreek Center

Right: USE OF MOUNDING AND STONES TO INCREASE VISUAL INTEREST. GARDEN WALLS AND PLANTERS MAY ALSO ACHIEVE THIS PURPOSE.

Right: ATTRACTIVE LANDSCAPING DRAWS ATTENTION TO SIGN AND REDUCES SIGN'S VISUAL MASS.

Right: CONCEALED UPLIGHTING

to design improvements which will be consistent with the proposed character of the Designated (Industrial) Specific Plan. This would include:

(1) Enhanced landscaping of the fairplex's frontage along Arrow Highway, "E" Street, and White Avenue consistent with recent improvements along McKinley Avenue. These improvements might include assistance from the La Verne and Pomona Redevelopment Agencies in joint venture. The plan should incorporate the following:

Street trees	Walls (varied plane)
Landscape belt along major streets	Entry statements Textured paving Bikeways

(2) Aesthetic improvements to those areas proposed for National Hot Rod Association racing facilities, including landscaping and walls along "E" Street.

(3) Widening of "E" Street to its full planned width.

(4) Improvements to the intersection of "E" Street and McKinley Avenue.

(5) Landscape treatment along White Avenue and Arrow Highway, coordinated with the city of Pomona.

(6) Prohibition of outdoor storage on fair property within La Verne, and screening of those storage areas visible from La Verne.

(7) Improved maintenance of Fairplex grounds in and adjoining La Verne.

G-9 *Brackett Field.* The City shall require that:

a. New development include peripheral landscaping and pedestrian and cycling paths along "E" Street, the westerly extension of McKinley Avenue from "E", and Puddingstone Drive.

b. New development at Brackett Field be consistent with the *Designated Area (Industrial) Specific Plan*.

c. Illegal signs be removed; and existing legal nonconforming signs, amortized and removed.

G-10 *Street beautification.* The following streets will be targeted for beautification programs involving street tree planting, landscaping, medians, and/or construction of garden and sound walls:

a. Wheeler Avenue south of Eighth: additional street tree and landscape screen planting.

b. Wheeler north of Eighth: Landscaped median.

c. Baseline Road.

d. White Avenue between Bonita and College: street trees.

e. Fruit Street between Foothill and its northerly terminus.

f. Fulton Street south of Bonita Avenue: street trees and landscape screen to better conceal wash.

G-11 *Subdivision design.* Street landscaping in new subdivisions shall be governed by the following principles:

a. All residential streets not intended for collector-level traffic volumes shall be of a curvilinear design (note: define collector, curvilinear) which prevents a bowling alley appearance and discourages high speed traffic.

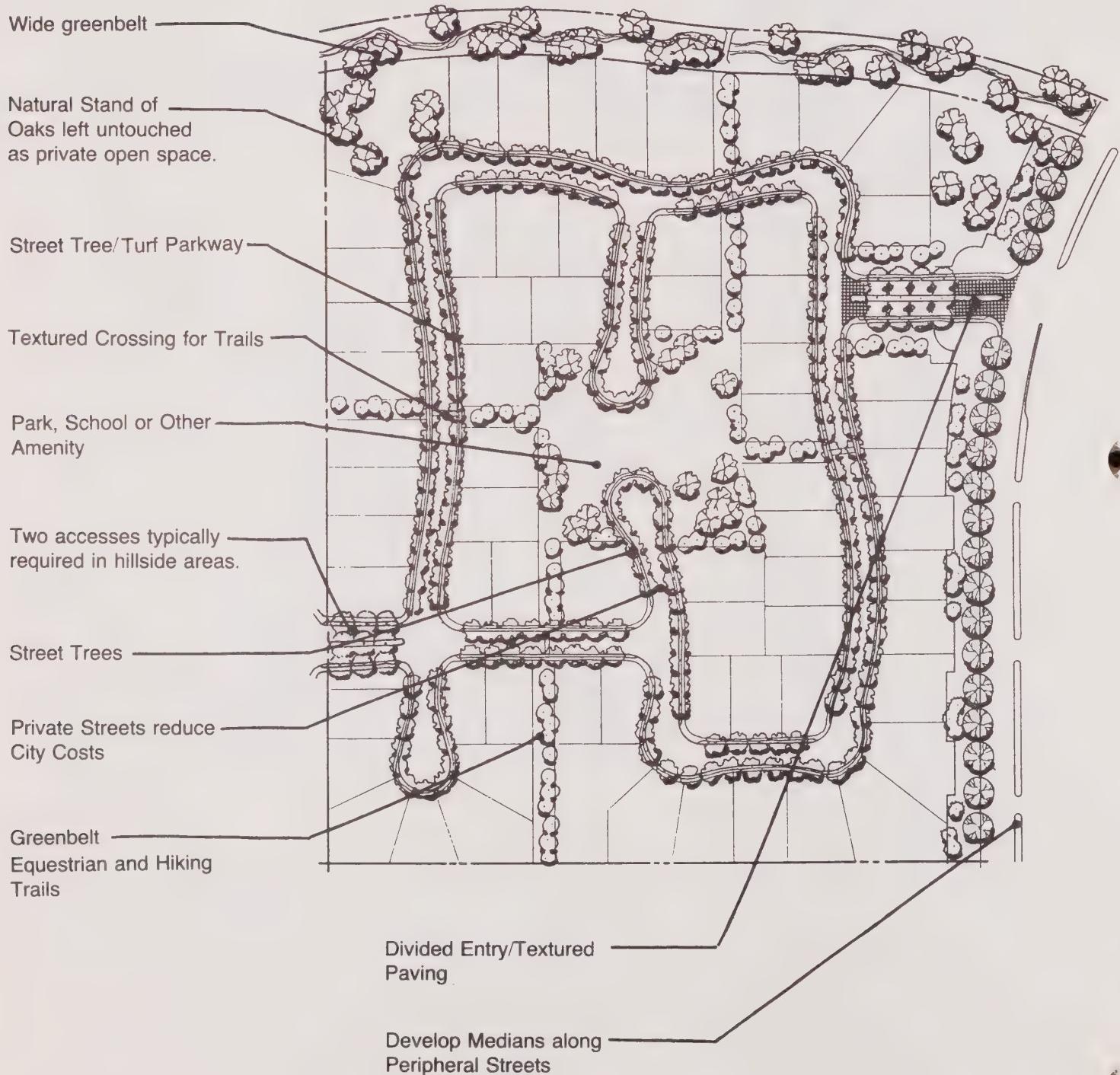
b. The city encourages parkways to be placed on the outside of the public sidewalk immediately adjoining the curb, to shade pedestrians and provide a canopy of trees which shades the pavement. The city may allow trees to be either uniformly spaced or informally grouped, but in no event shall trees be less than 25 feet average distance apart.

c. Where a subdivision fronts on a collector street or arterial, the subdivision shall be turned inside so that residences are not exposed to the traffic, noise, and visual intrusions of the automobile. Instead, the subdivision shall be surrounded by decorative walls, varied in plane and texture to avoid monotony. Both the setback area in front of the wall and the wall shall receive landscape treatment, including turf, trees, flowers, shrubs, and vines.

SUBDIVISION DESIGN PRINCIPLES

FIGURE CD-25a

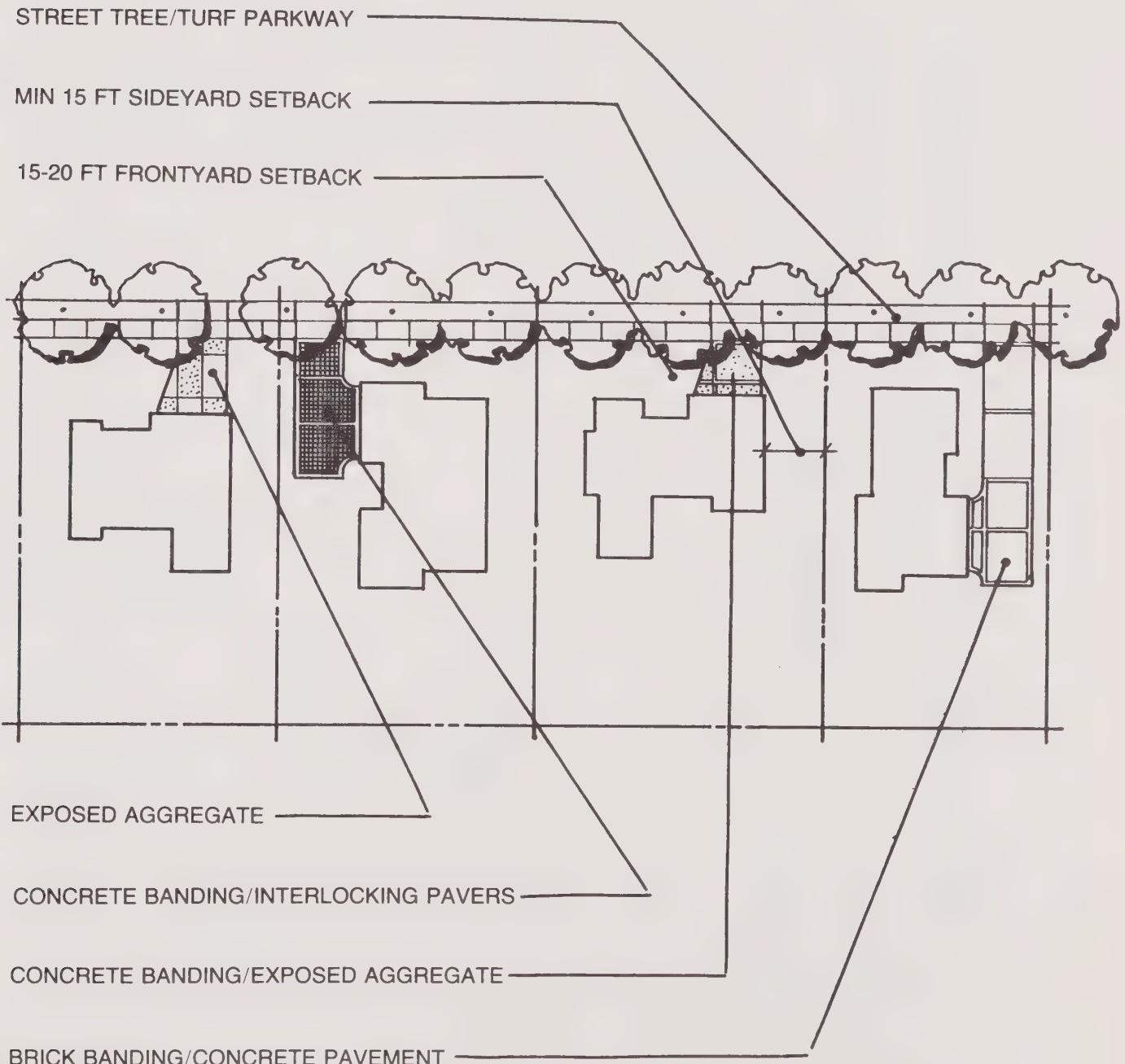
SOURCE: City of La Verne, Community Development Department.



SUBDIVISION DESIGN PRINCIPLES SETBACKS AND DRIVEWAYS

FIGURE CD-25b

SOURCE: City of La Verne, Community Development Department.

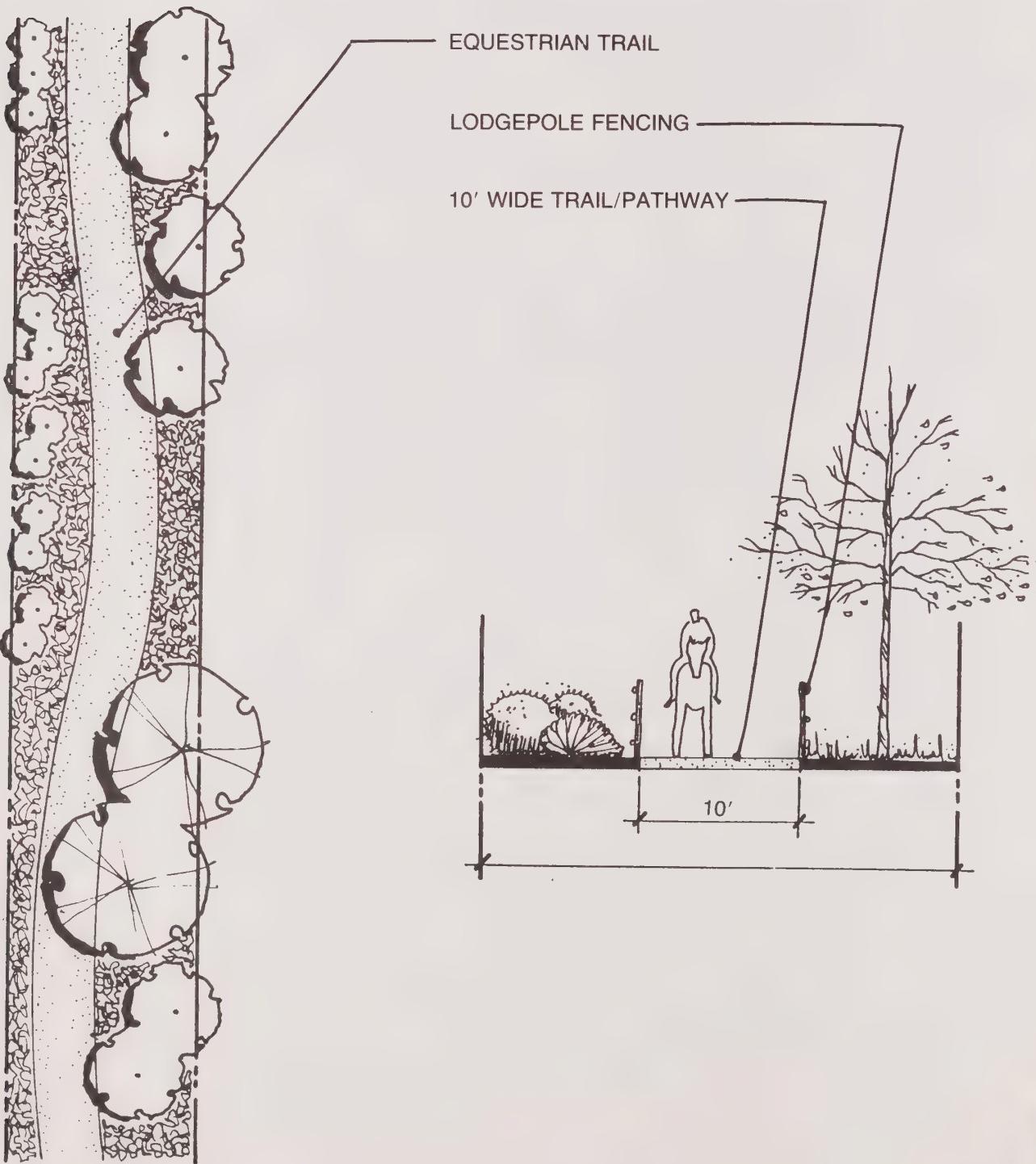


SUBDIVISION DESIGN PRINCIPLES

EQUESTRIAN TRAIL

FIGURE CD-25c

SOURCE: City of La Verne, Community Development Department.



d. Meandering greenbelts shall be incorporated into subdivision design along trails, collector streets, protected environmental areas, or other features. These should be connected with similar features in neighboring projects so that upon completion, newer neighborhoods will be linked at the pedestrian level.

e. No houses should face major streets as defined in the circulation element.

f. In single family neighborhoods and in hillside residential areas, street lighting shall be of a deflected or low-profile design so that the light is not visible from outside the subdivision or on the valley floor.

G-12 Neighborhood conservation. The city encourages neighborhood-based conservation strategies, including:

- a.** Participation by local lenders in the Community Reinvestment Act.
- b.** Development of cooperative facilities for maintenance, including tool banks and jointly held trash enclosures.
- c.** Development of a Neighborhood Housing Services (NHS) program utilizing local organizations to provide housing repair assistance.
- d.** Implementation of the City's housing element, found in the Housing Chapter of the La Verne General Plan.

G-13 Service station, car wash and drive through business standards. Service station, car wash, and drive-through business design shall:

- a.** Revolve the service station or drive-through elements so that the bays and drive through aisles face inward (away from the street), with landscaping surrounding the unit along its street frontages.
- b.** Provide installation of trees and landscaping not only along the periphery but also adjoining the canopies, drive through aisles and queuing (waiting) areas.

c. Include full architectural treatment on all sides.

d. Provide pedestrian amenities (waiting and refreshment areas shaded from the sun).

G-14 Shade structures. The City encourages developers to provide shade structures both within their projects and along adjoining streets. These may include:

Pergolas	Trellises
Arcades	Verandas
Colonnades	Bus Shelters
Porches	

These structures should be planted with a combination of trees vines, and shrubs to soften their visual character and enhance shade opportunities. Porch shade structures are to be encouraged in residential and commercial development.

G-15 Fences as defining elements. The City shall:

a. Encourage fences to be used only in a manner which protects security and does not detract from the appearance of streets, alleyways, channels, and other facilities.

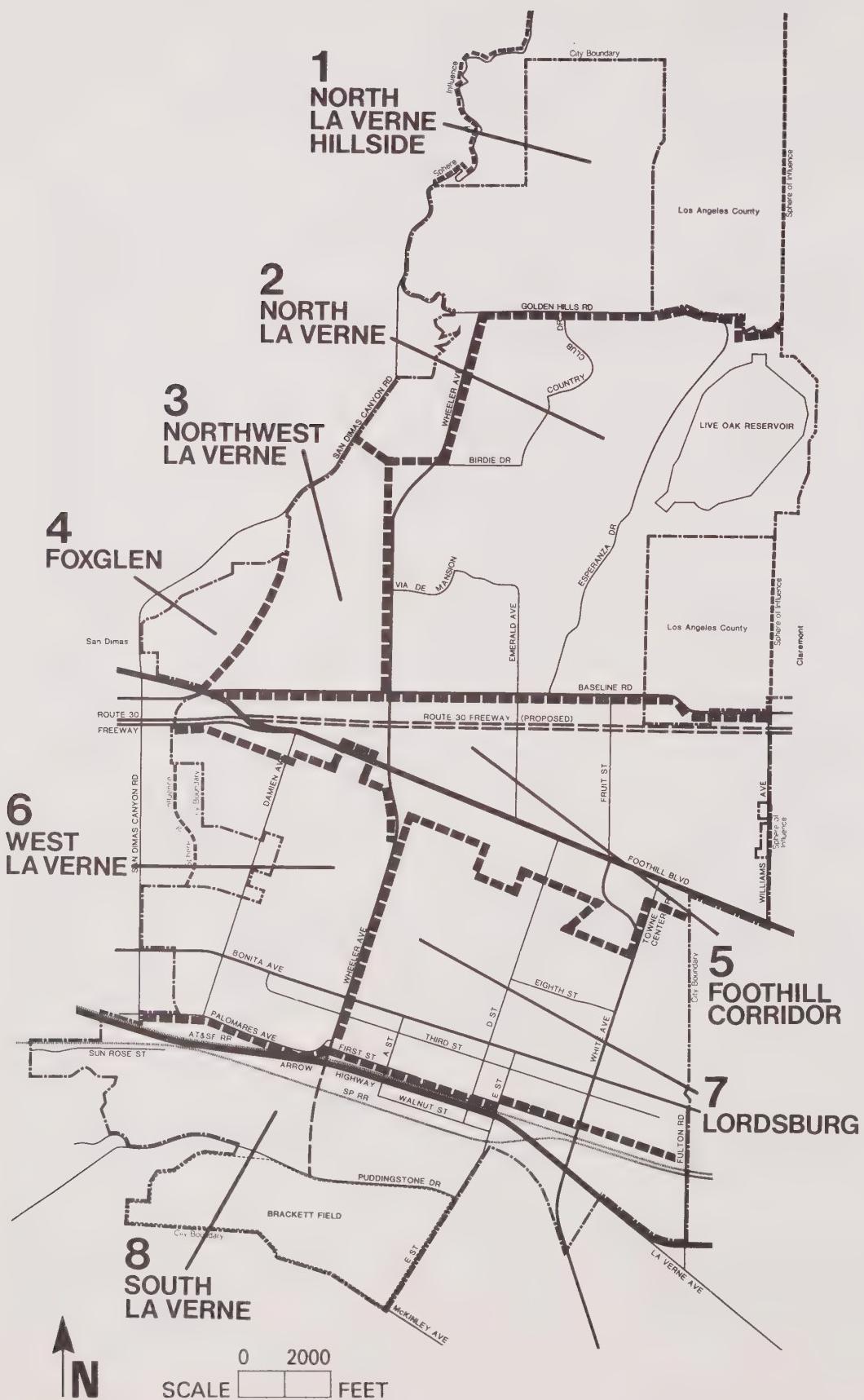
(1) La Verne encourages the use of decorative fence patterns (split rail, picket, rustic) to establish street character along equestrian trails, collector streets, and at project entrances.

(2) The City discourages the use of chain link and barbed wire. Where these are necessary, they shall be densely planted with shrubs to screen their appearance. Razor-wire fencing shall be prohibited.

G-16 City buildings and public works. City policy shall encourage all municipal structures and public works to demonstrate the same compliance with these design standards expected of private individuals.

LEGEND TO NEIGHBORHOODS

FIGURE CD-26



■ ■ ■

NEIGHBORHOOD DESIGN PLANS

North La Verne Hillside (Neighborhood 1)

The hillsides of north La Verne provide a beautiful scenic and recreational resource for the city and east San Gabriel Valley. Residents are treated to expansive views of the valley below, easy access to Marshall Canyon Golf Course, and vast natural open space. Increasing development pressures throughout the hillside areas make the active conservation of this special scenic resource critical.

The planning department conducted a community design background study to determine important issues for this neighborhood. The issues and the policies designed to resolve the issues are listed below:

ISSUE: The area has limited access

POLICIES:

1. The City will open Esperanza Drive and will not plan or construct additional access roads. Limited access to the area will help to maintain its low-intensity character.
 2. Existing directional signs will be retained or enhanced and expanded to make travel more efficient along Wheeler Avenue, Golden Hills Road, Stephens Ranch Road and Esperanza Drive.
-

ISSUE: The planning area's land is controlled by three jurisdictions: U.S. Forest Service, L.A. County and the City of La Verne.

POLICIES:

1. The three jurisdictions will exchange planning documents so each has knowledge of the others' design intentions.

2. The City will encourage the other agencies to cooperate in maintaining the area's natural image.
-

ISSUE: The hillsides consist of rugged terrain.

POLICIES:

1. The City recognizes and respects physical limits to development. As part this, the City will encourage very low-intensity development and will discourage costly extensions of water and sewer utilities beyond its City limits.
 2. The City will prohibit development on slopes of 25% or greater.
 3. The City will require houses to be designed for up-lots and down-lots, minimizing flat-pad grading and helping to maintain hillside contours.
-

ISSUE: The hillsides are an important visual resource for the City, and they offer beautiful views of the valley.

POLICIES:

1. To preserve views from below, the City will require backfill grading to screen rooflines. This will make hillside development less of a visual intrusion.
2. Low height and low intensity street lighting will be used in conjunction with undergrounded utilities to further minimize the visual impact of hillside development.
3. The City will prohibit the development of "view" and ridgeline lots visible from the valley below.
4. Future parks and natural recreational open space in the hillsides will be sited and designed to take advantage of valley views.
5. The City shall discourage high profile street or park locations that either cast unnecessary glare or disturb the natural profile of the hills.

POLICIES:

ISSUE: Environmentally sensitive watercourses are found throughout the hillsides.

POLICIES:

1. The City will require watercourses to be left in their natural states. These watercourses will not be altered or bridged, except where required for public safety.
2. Watercourses through residential areas will be "greened" in an effort to make their appearance and function as natural as possible.
3. Assessment districts will be formed around new development adjacent to sensitive watercourses. These districts will ensure the maintenance of the watercourse in its natural state.

ISSUE: The hillsides' vast open space and trail network are important to the natural hillside image.

POLICIES:

1. Residential developers in hillside areas will provide routed wood signs to identify trail heads. Street-side parking will be provided in nearby City right of way to make the trails more widely accessible.
2. Trails will be created and maintained along the natural riparian watercourses.
3. Development will be prohibited on slopes of 25% or greater.
4. Forest fire prevention signs of the Smokey the Bear variety will be posted at trail heads.

ISSUE: Wheeler Avenue, Golden Hills Road, Esperanza Drive, Stephens Ranch Road and natural canyons provide edges throughout the hillside area.

1. With future development, formal landscaping will be placed along Wheeler Avenue, Golden Hills and Esperanza Drive to strongly reinforce edge characteristics. Stephens Ranch Road will remain informal.

2. Directional signs to trail heads and to the Marshall Canyon Golf Course will strengthen the pathway characteristics of hillside streets.
3. Informal landscaping clusters at important points of intersection (trail heads, watercourse crossings and pathway crossings) will emphasize the importance of the junction.

ISSUE: The area is isolated and travelers are easily disoriented. Connection to the City of La Verne is vague.

POLICIES:

1. Directional signs will be retained, expanded or replaced to help orient travelers and to make in the area more efficient. Wherever possible, natural materials shall be used in their design and construction.
2. Roads through the area will be designed to provide views of the valley below. This will allow for pleasant and orienting drives through the area. These view spots will be limited to minimize the roads' visual impact on the valley.

ISSUE: Much of the land in the area is dedicated for public facilities uses: U.S. Forest Service, L.A. County Fire, Flood Control, and Probation, and M.W.D. water retention.

POLICIES:

1. The public agencies will exchange planning documents to help coordinate design direction in maintaining area's natural appearance.

-
- 2. The public facilities should use indigenous or indigenous type materials for entrance signs. This would maintain a natural image and ensure some thematic consistency from one sign to the next.
 - 3. There shall be thick, informal landscaping surrounding public facility storage yards and maintenance areas, creating as natural an image as possible to preserve views from nearby roads and hiking trails.

North La Verne (Neighborhood 2A)

North La Verne represents some of the city's finest hillside areas. Marshall Canyon, containing significant stands of native oak, imparts a sense of wilderness within an urban area. Views and vistas are exceptional. The San Gabriel mountains rise to the north and the San Jose hills provide a backdrop to the south. The most prominent man-made feature of this area is the Metropolitan Water District reservoir and the new, single family housing being developed around it.

ISSUE: Preservation of Marshall Canyon and its surroundings natural open space

POLICIES:

The City shall:

- 1. Reduce unnecessary clearing of native vegetation resulting in slope erosion and aesthetically unattractive views.
- 2. Carefully evaluate project guidelines for fire perimeter protection greenbelts. The City will discourage fuel modification programs which result in the elimination of important riparian habitats, significant or ecologically sensitive stands of native vegetation.
- 3. Practice grading techniques that are sensitive to the natural terrain.
- 4. Prohibit grading in areas over 25% slope.
- 5. Require comprehensive tree preservation and long-term maintenance programs.

ISSUE: Protection of views

POLICIES:

The City shall:

- 1. Provide a view analysis for all development projects.
 - 2. Require all utilities to be underground.
 - 3. Require low profile street lights which are compatible with the area and existing development.
-

ISSUE: Density

POLICIES:

- 1. Project density shall be determined by net developable area: that is, density credit shall not be given for those portions of a development site having geologic, topographic, ecological or other constraints.
 - 2. Minimum lot size shall be 10,000 square feet (net).
-

ISSUE: Streetscape

POLICIES:

- 1. Esperanza Drive is considered a scenic route and shall be provided with decorative street lighting, street trees, and landscaping adjacent to the right-of-way.
- 2. Textured paving and neighborhood identification shall be provided at entry points to the individual neighborhoods.
- 3. Street trees within residential neighborhoods shall be provided at a maximum distance of 30 feet on center. This distance may be reduced where additional trees are determined important to the landscape character of the street.
- 4. Provide adequate signs for horse trail crossings on Esperanza to ensure safety.

ISSUE: Entry portal**POLICIES:**

1. The city shall provide for the installation of a monument sign at Baseline Road and the eastern city limits.
-

ISSUE: County areas**POLICIES:**

1. The city shall review and coordinate with the county all development adjacent to the city boundaries to ensure development is compatible with La Verne.
-

North Central La Verne (Neighborhood 2B)

North Central La Verne is bounded by Wheeler Avenue, Baseline Road, Golden Hills Road and Esperanza Drive. The neighborhood consists of low density single family housing that was constructed in the 1970's.

Major features within the neighborhood are: Sierra La Verne Golf Course, the Lewis Mansion, La Verne Heights Elementary School, Lowell Brandt Park, and Heritage Park (Weber House and grove.)

Topographically the area is sloping foothills that have been graded to accommodate development. There is a constant slope moving north and east from Baseline Road (at about 1150 feet) to Golden Hills Road (at about 1500 feet.) Nestled in the foothills, North Central La Verne boasts many scenic views.

ISSUE: Few medians exist on the major streets, which lack character**POLICIES:**

1. Over the life of this plan, the City shall seek funding to construct medians along Wheeler Avenue, Baseline Road and Golden Hills Road. Medians should include

landscape treatments such as river rock and textured paving. Trees, shrubbery, groundcover and decorative street signs should also be included in the median areas.

2. Construction of medians in north central La Verne shall be included in any capital improvement program for the city.
 3. New developments along major streets scheduled for median construction shall be required to provide medians adjacent to the development.
-

ISSUE: Few mature street trees in the neighborhood**POLICIES:**

The City shall:

1. Develop a street tree planting and replacement program. Emphasis should be placed on the major streets (Wheeler Avenue, Baseline Road, Golden Hills Road, and Esperanza Drive).
 2. Establish an incentive program so residents will replace trees that diseased or dead.
-

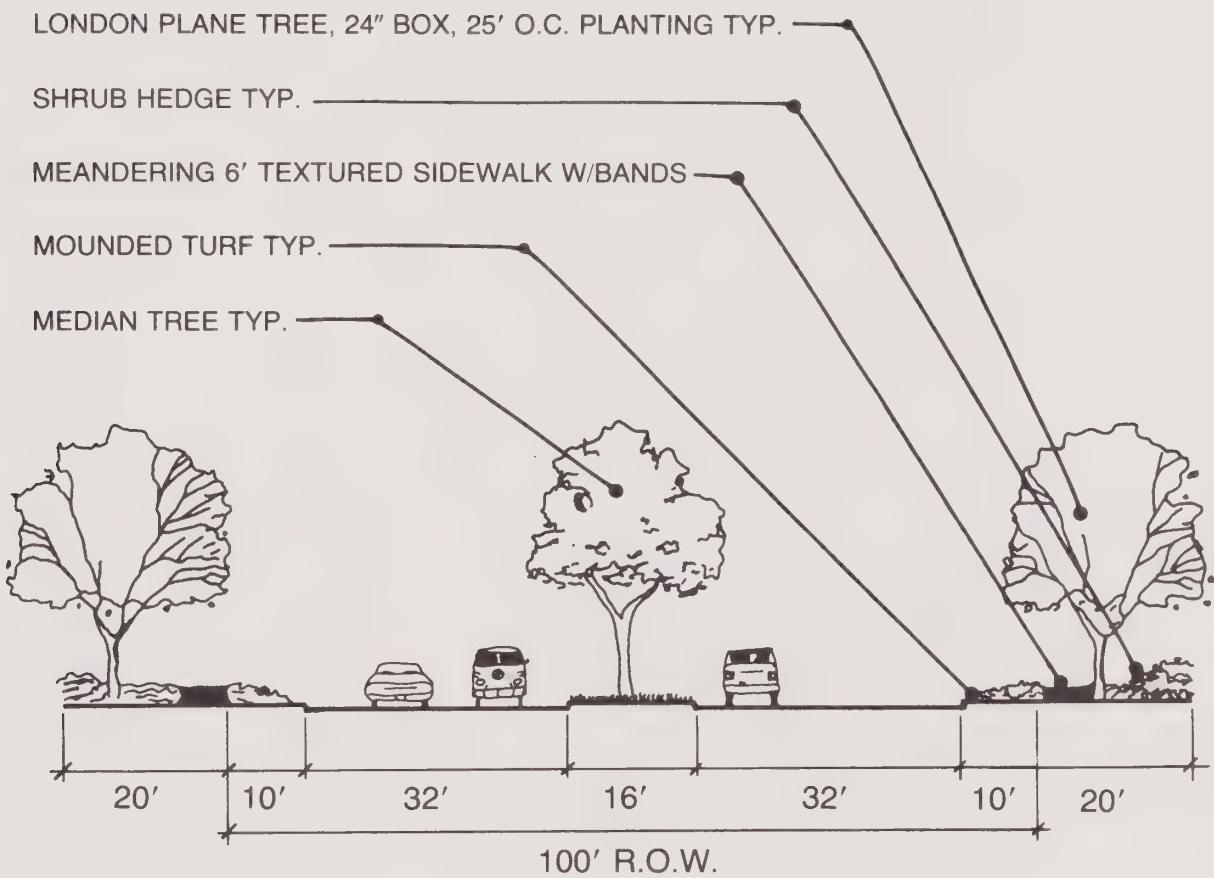
ISSUE: Neighborhood identification is poor**POLICIES:**

1. Project entry signs shall be required in all new developments.
 2. Each development shall have its own individual design elements to add variety to the neighborhood. Elements may include selection of trees, decorative project walls, signs, lighting, enhanced paving and architecture.
 3. New developments shall encourage variety in architectural styles.
-

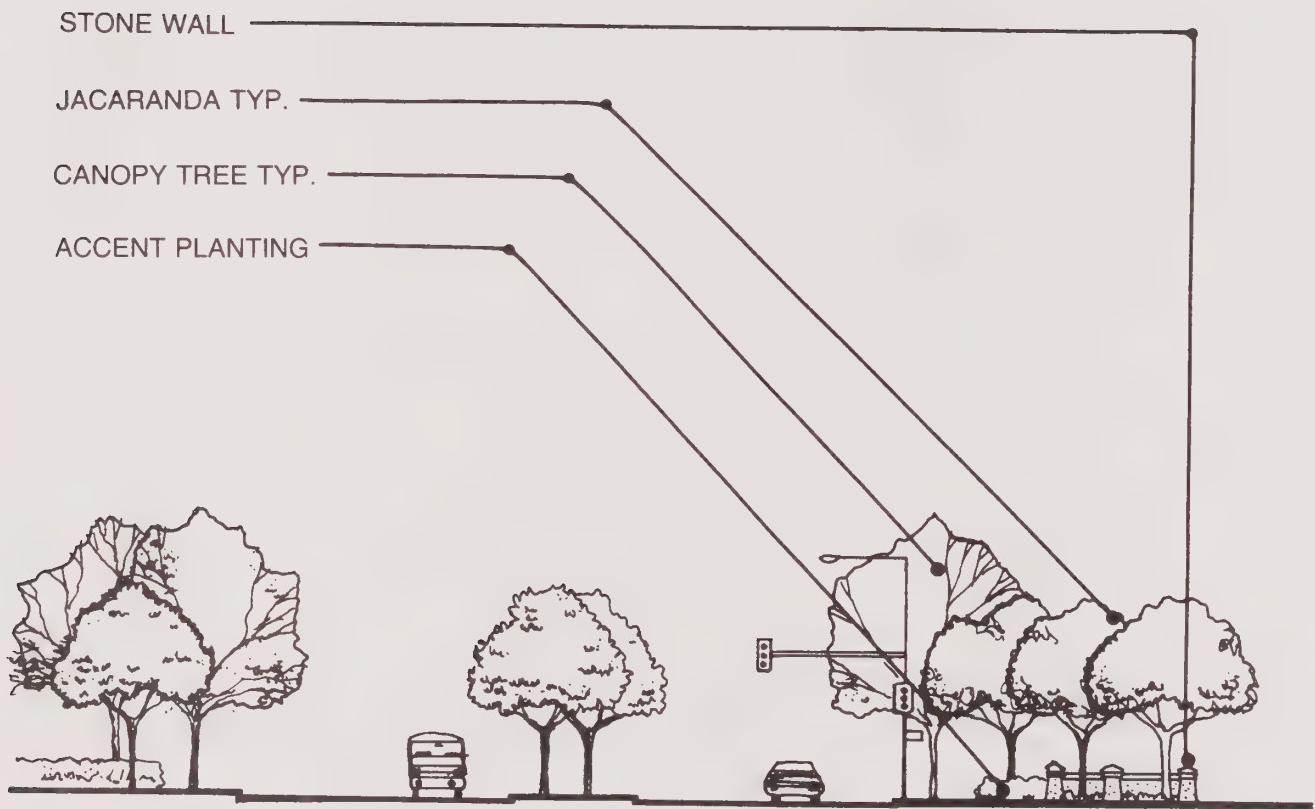
ISSUE: Places of interest are not well identified

SUGGESTED BOULEVARD TREATMENT MEANDERING SIDEWALK

FIGURE CD-27



SUGGESTED BOULEVARD TREATMENT MAJOR INTERSECTION FIGURE CD-28



POLICIES:

1. A program shall be designed to provide identification for water courses, parks, golf courses, open space areas, the Marshall Canyon Wilderness area and other public facilities. This should include on-site and off-site signs with uniform design features.
 2. Directional and on-site signs shall be designed to aid the motorist and pedestrian. Signs should be designed to blend with the environment and provide identification only.
-

ISSUE: Homes along Baseline Road are slightly older; some show signs of poor maintenance.

POLICIES:

1. Special attention shall be given to the deferred maintenance occurring in isolated areas of north La Verne. An incentive program shall be created to encourage improvement of homes and property. Incentive programs might include maintenance awards, rehabilitation funding, and tool banks.
-

ISSUE: Lots fronting on major arterials cause traffic safety problems.

POLICIES:

1. Subdivisions shall not be allowed to front along major arterials. All new developments shall have interior circulation with landscaped greenbelts surrounding them.
 2. New developments shall provide a minimum 25-foot landscape area between the project wall and face of curb.
 3. In-fill lots along major arterials shall have circular or hammerhead driveways wherever possible.
-

Northwest La Verne

(Neighborhood 3)

Neighborhood 3 is bounded by Wheeler Avenue, Golden Hills Road and Baseline Road, Northwest La Verne, and contains 277 acres.

Development in Northwest La Verne consists primarily of single-family homes constructed in the 1960s and 1970s. Some older homes along Baseline Road, however, exhibit early stages of decline which is typical of deferred maintenance. Nestled in the foothills, Northwest La Verne offers many scenic views. Development may be limited by fire danger and geologic hazard, as well as by the desire to protect natural terrain and views.

ISSUE: Northwest La Verne still contains some agricultural resources. These include the remainder of the orange groves and a tree farm located on San Dimas Canyon Road, as well as nurseries.

POLICIES:

1. Require that land use designations for the remaining groves and tree farms be low density residential and compatible with the surrounding neighborhood.
-

ISSUE: Hillside development in San Dimas has impacted the quality and character of La Verne.

POLICIES:

1. Monitor all adjacent development, including tract map approvals. Ensure that developments are designed and condition to protect the surrounding neighborhood.
-

ISSUE: Homes along Baseline Road are slightly older; some show signs of poor maintenance.

POLICIES:

1. Special attention shall be given to the deferred maintenance occurring in

isolated areas of north La Verne. An incentive program shall be created to encourage improvement of homes and property. Incentive programs might include maintenance awards, rehabilitation funding, and tool banks.

ISSUE: Lots fronting on major arterials cause traffic safety problems.

POLICIES:

1. Subdivisions shall not be allowed to front along major arterials. All new developments shall have interior circulation with landscaped greenbelts surrounding them.
2. New developments shall provide a minimum 25-foot landscape area between the project wall and face of curb.
3. In-fill lots along major arterials shall have circular or hammerhead driveways wherever possible.

Foxglen (Neighborhood 4)

The Foxglen neighborhood is bounded by distinct edges that separate it from the rest of La Verne. An observer could easily mistake Foxglen for a part of San Dimas. The neighborhood is cut away from La Verne by both a bluff and a flood control channel on its eastern border. The southern border is defined by a harsh edge at Foothill Boulevard. Along the western edge is a broad wash that forms the La Verne and San Dimas border.

The predominant land use in Foxglen is the single family home. Other land uses include a small multi-unit residential development in the southwest corner of the neighborhood. The predominant feature is the green, brush covered hillside adjacent to the flood control channel.

ISSUE: The Foxglen neighborhood is physically separated from other areas of La Verne

POLICIES:

1. Distinctive street signs should be used to identify Foxglen as a part of La Verne.
2. Landscaping along Foothill Boulevard between Baseline Road and Canyon View Drive should be used to connect Foxglen to the rest of the city.
3. Sidewalk should be provided along Foothill Boulevard west of Baseline.
4. The oak trees on the property at the corner of Baseline and Foothill should be tied into the landscaping scheme on Foothill.
5. A city identification sign should be used at the corner of Baseline and Foothill similar to one used at Canyon View and Foothill.

ISSUE: The Los Angeles County Flood Control Channel and east divides Foxglen from its adjacent neighborhood

POLICIES:

The City should:

1. Identify all access points to Los Encinos Park. City identification should be prominent on the access signs.
2. A study of the bluff should investigate the feasibility of providing enhanced stairways and terraces incorporating river rock.

ISSUE: The Los Angeles County Flood Control District intends to sell the bluff and channel area adjacent to Los Encinos Park.

POLICIES:

1. The City Parks Director should be consulted as to the feasibility of extending the park.

ISSUE: Foothill Boulevard is a noise generator and visual detractor creating a harsh edge at the San Dimas boundary.

POLICIES:

1. Decorative hedges and street trees shall be incorporated in future projects to mitigate unwanted noise and extend the visual amenity of the bluff.
 2. A sidewalk along Foothill should connect Bunnelle Avenue with Canyon View Drive.
 3. Berm and landscape the island between Foothill Boulevard and Canyon View Drive. Street trees and decorative shrubbery should be used.
-

ISSUE: The wash, owned by Los Angeles County Flood Control creates a barrier to San Dimas Canyon Park.

POLICIES:

The City shall:

1. Propose the creation of a wildlife preserve in the basin as an extension of the park.
 2. Include, in the proposal, access from Foxglen, by footbridge and bike trails to both the preserve and park.
 3. Identify access to the trail and park at strategic points in the neighborhood.
-

ISSUE: The neighborhood may suffer physical deterioration as the homes continue to age.

POLICIES:

The City shall:

1. Assist homeowners where possible to maintain the existing housing stock of Foxglen. This assistance may include: a tool bank, rehabilitation loans and grants, neighborhood housing services, and a neighborhood association.
2. Assist homeowners in planting additional street trees along all Foxglen roads.

Foothill Boulevard Corridor

(Neighborhood 5)

The Foothill Boulevard corridor is the most frequently traveled and visible area of La Verne. Its evolution as La Verne's commercial center makes its urban design critical.

Many vacant parcels still exist along the strip, providing expression of urban form upon their development. (This planning area also includes the proposed Route (S.R.) 30 freeway eastward extension through La Verne.) The Foothill Boulevard Specific Plan, now in draft form, will address many development concerns upon its adoption.

The Community Development Department identified several issues in the 1987 general plan background report. They were:



ISSUE: Signs along Foothill Boulevard are inconsistent in design.

POLICIES:

1. The City will require and enforce sign programs for multi-tenant centers.
 2. The City, as part of the Foothill Boulevard Design Program, will draft and adopt special sign criteria for Foothill Boulevard.
-

Cement pipes were handmade in San Dimas, Ontario and Chino. Reservoirs were built on private ranches and dams stored water in canyons and served as flood control.

ISSUE: Traffic congestion on Foothill Boulevard is impairing travel for autos and pedestrians.

POLICIES:

1. New centers developing along Foothill will provide pedestrian amenities along the Foothill Boulevard right of way and within the new development center.
2. New centers will provide bus turnouts and deceleration lanes, assuming some responsibility for the development's generation of traffic impacts and improving traffic flow along Foothill for mass transit and through-traffic.

3. New centers will be encouraged to provide internal circulation links to adjoining centers.
 4. The City will investigate programs to encourage smooth traffic flow during rush hours and to slow traffic flow during midday and evening hours.
 5. Encourage the development of alternate east-west routes along Arrow Highway and either Base Line Road or the proposed Route 30 freeway for commuters traveling through La Verne.
-

ISSUE: City entries are ill-defined on Foothill Boulevard, Base Line Road and the future S.R. 30 Freeway

POLICIES:

1. New development at portals will be required to incorporate specialized landscaping.
 2. Entry monuments will be placed and treated as designated in the Foothill Boulevard Specific Plan.
-

ISSUE: Flood control channels and street-scapes are poorly treated for visual relief.

POLICIES:

1. All new construction adjacent to a flood control channel shall advance a "greening" of the channel using creative planting while maintaining an effective watercourse.
 2. New developments along Foothill Boulevard, Base Line Road, Wheeler Avenue and Fruit Street will vary landscaping textures, will underground utilities and will provide interesting and varied building elevations.
 3. Building orientations, massing and horizontal and vertical planes will vary to provide visual interest.
-

ISSUE: No amenities exist along Foothill Boulevard for pedestrians.

POLICIES:

1. New developments will provide street furniture and bus turnouts to make Foothill more "pedestrian friendly."
 2. The City will encourage existing commercial and office centers to provide street furniture and textured paving for pedestrian traffic.
 3. Landscaping and special paving will invite pedestrians from Foothill Boulevard into commercial centers, effectively separating them from automobile traffic.
 4. The City will implement programs to slow Foothill Boulevard's automobile traffic during midday and evening hours, easing pedestrian movement between centers and across streets.
-

ISSUE: Edges of neighborhoods are not well defined.

POLICIES:

1. Edges along Wheeler Avenue, Foothill Boulevard, Base Line Road, Bowdoin Avenue, S.R. 30 right of way and the flood control channels will incorporate special formal landscaping to emphasize the importance of the edge.
2. New development along the edges will emphasize areas of edge crossing. Special paving and clustered informal tree and shrub plantings will emphasize crossing areas.
3. Freeway overpasses are highly visible structures. The City will encourage innovative design treatments for freeway crossings, including surface treatment of architectural and structural concrete, attractive balustrades and restrained overpass lighting.
4. Freeway ramps will utilize landscaping screens and low exit speeds to emphasize the relative importance of surface street edges while protecting adjacent residential properties.
5. The City will encourage Caltrans to run S.R. 30 below grade to de-emphasize the edge characteristic of the freeway and to emphasize the

relative importance of edge/path local cross streets.

West La Verne (Neighborhood 6)

Single family residences, mobile home parks, and the Metropolitan Water District's Weymouth Filtration Plant are the predominant land uses in this neighborhood. Housing varies from older, more diverse styles in the southern portion to the newer tract development in the north. The mobile home parks are attractive and well maintained. The Weymouth Filtration Plant provides both a visual and historical landmark.

ISSUE: Landmarks should be protected

POLICIES:

1. The Weymouth Filtration plant and the David and Margaret Home shall be considered for historic landmark status (see cultural resources chapter).
2. Development at the David and Margaret Home shall be designed to preserve, incorporate, and encourage adaptive reuse of the dormitory.

ISSUE: Street improvements and streetscape

POLICIES:

1. Palomares Avenue shall be developed with full street improvements.
2. The City shall preserve the significant/historic trees along Bonita, Palomares, and Third Street.
3. Street trees should be provided to continue Bonita's identification through to Wheeler and the city limits.

ISSUE: County islands inhibit consistency

POLICIES:

1. County islands along Damien shall be developed with full street improvements as these areas are annexed or redeveloped.

2. Street trees along Damien Avenue shall be provided consistent with La Verne's street tree policy.

ISSUE: Freeway, flood control channel, and the railroad create harsh edges

POLICIES:

1. Freeway development shall incorporate provisions for protecting the single family and mobile home communities along the south side of Foothill Boulevard.
2. Development along these edges shall be consistent with policy established in the community design text.

ISSUE: Mobile Home Communities

POLICIES:

1. The City shall encourage maintenance and upkeep through its loan, grant and other incentive programs.

ISSUE: Entry statement

POLICIES:

1. Bonita Avenue at the eastern city limit shall be landscaped and provided with a boundary marker.

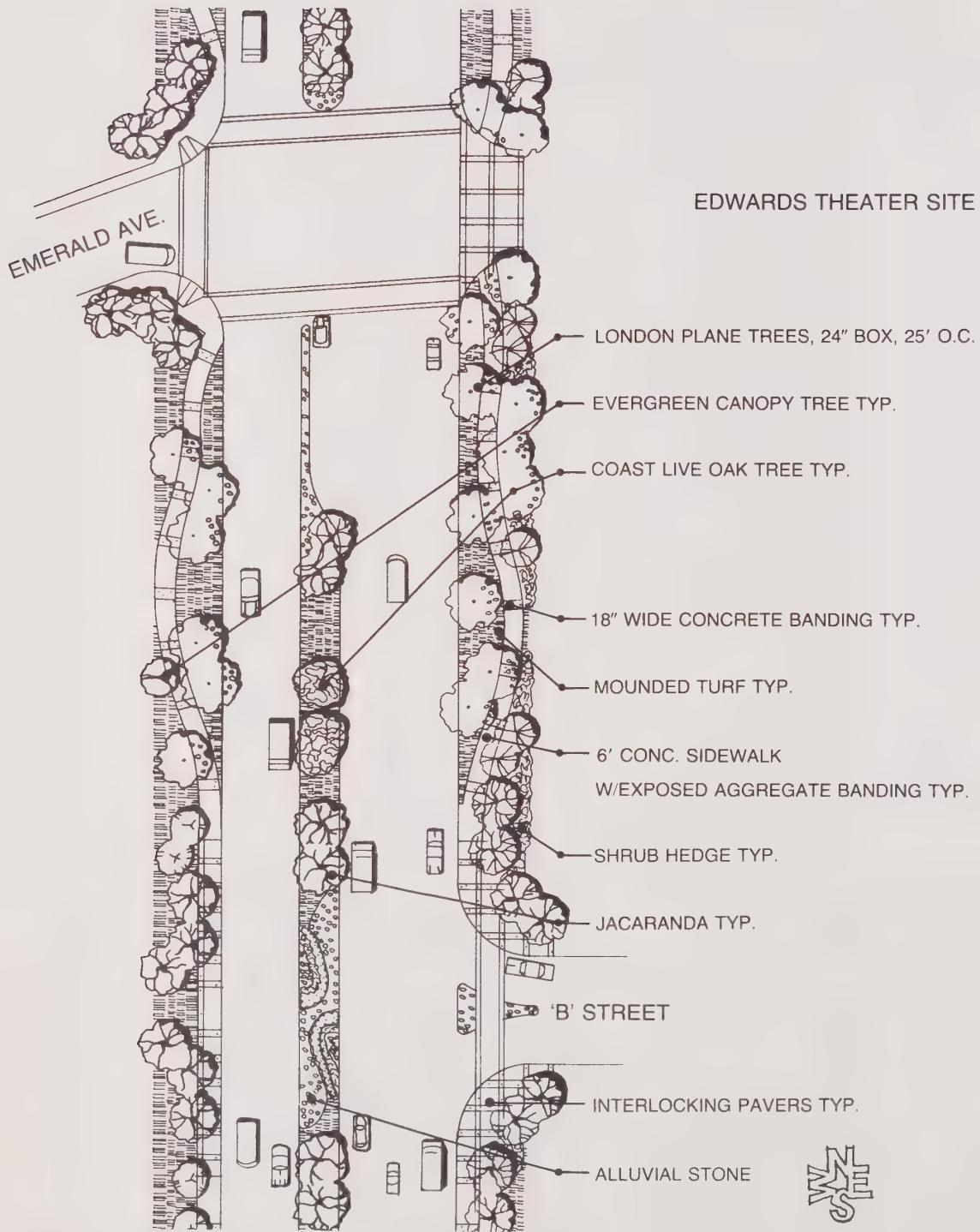
Lordsburg North (Neighborhood 7A)

The North Lordsburg area is bounded on the north by the Foothill Corridor and on the south by the remainder of the Lordsburg neighborhood. Land uses are diverse, there are institutional, single family, and multi-family uses in the neighborhood.

Much of the neighborhood is taken up by institutional uses; the MWD Weymouth Filtration Plant, Roynon and Grace Miller elementary schools, Bonita High School, Evergreen Cemetery, Pelota and Las Flores Parks, the City Hall, county library and the community center are located in the North Lordsburg neighborhood.

FOOTHILL BOULEVARD STREETSCAPE

FIGURE CD-29



The neighborhood's buildings range in age; however, much of the residential development was constructed in the 1950's and 1940's.

ISSUE: There is poor east-west circulation**POLICIES:**

The City shall:

1. Complete Durward Way as soon as possible.
 2. Require access onto Dover Lane when the Edwards property is developed.
-

ISSUE: There are few pedestrian and bicycle paths.**POLICY:**

3. Include bicycle paths whenever possible in the C.I.P., placing special emphasis on east-west routes.

Locations for improvement should include: along Durward Way, through the flood control channel area between Bonita High School and Las Flores Park, between the Edwards property and the Stater Brothers Center, between Grace Miller school and Paseo Avenue, between Las Flores Park and the future development to the north and between the future Community Center and any future development of the Kimura Property.

ISSUE: Existing flood control channels are not pleasing aesthetically and create a barrier.**POLICIES:**

1. There shall be increased landscaping along flood channels.
2. New developments along flood control channels shall be required to either cover the channel or redevelop it with landscaping and design elements permitted by the Los Angeles Flood Control District.

ISSUE: There is a lack of medians in the neighborhood.**POLICIES:**

1. Medians shall be constructed on White Avenue between College Lane and Eighth Street and along Wheeler Avenue to improve the street scene.
 2. Medians shall include plant material such as trees, shrubbery and turf or ground cover, river rock and decorative paving treatments and decorative street signs. Decorative paving at crosswalk areas may also be included.
-

ISSUE: There are several parks in the area that were developed years ago and may soon need attention.**POLICIES:**

1. Special attention shall be given to park maintenance and preservation.
 2. Equipment provided in the existing parks should be assessed to determine when new equipment will be needed.
-

ISSUE: Property maintenance is a problem in some areas (i.e. Price, Hayes and Sycamore Drives and Grove Street).**POLICIES:**

1. The City shall establish a problem in some areas a property maintenance ordinance.
2. Set up programs to provide incentives for upgrading property. This should include owner-occupied and rental property.

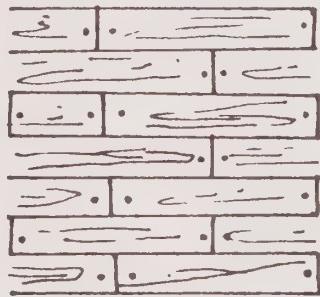
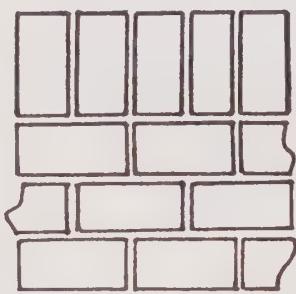
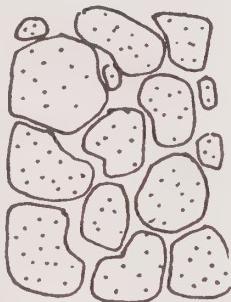
**Lordsburg South
(Neighborhood 7B)**

The Lordsburg south neighborhood is the oldest part of the city. Many of the homes were built before 1930. Many of the beautiful street trees are over 50 years old, also.

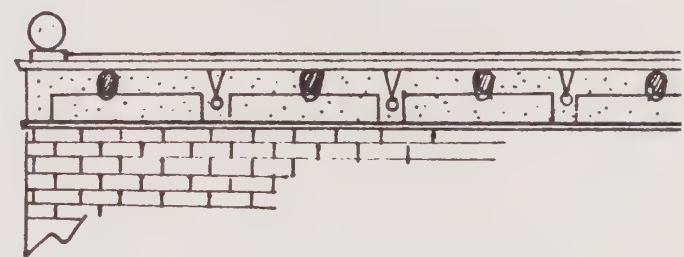
BUILDING ON HISTORIC CHARACTER

FIGURE CD-30

SOURCE: City of La Verne, Community Development Department.



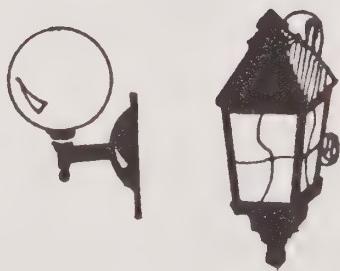
Architectural Textures



Classical Ornamentation



Awnings and Ornamentation



Decorative Lighting

Because of its age, the south Lordsburg area presents quite a planning challenge. How does the City answer questions such as: how can historic resources be preserved?, how can property values be maintained? and how are infill developments made compatible?

The neighborhood is made up of single family homes, the downtown commercial area, University of La Verne, Brethren Homes, Kuns Park, Lincoln Park and the original community building.

ISSUE: There is a vague relationship between sub-areas.

POLICIES:

1. The City shall encourage joint use public areas between the University and the downtown. This would include mini-parks, outdoor seating areas and other congregational areas.
 2. Through a property maintenance ordinance, and buffer landscaping the harsh edge between the warehouse district and the downtown should be improved.
-

ISSUE: Alleys are a source of maintenance and aesthetic problems.

POLICIES:

The City shall:

1. Develop a property maintenance ordinance.
 2. Provide incentives for property owners to keep their alley frontage in good repair or to do major improvements.
 3. Set aside funds for alley improvements.
-

ISSUE: Many buildings are several years old and in need of rehabilitation.

POLICIES:

The City shall:

1. Develop a property maintenance ordinance.
 2. As part of the downtown design plan and the Lordsburg specific plan, provide incentives and opportunities for owners and tenants in the downtown and warehouse districts to improve their buildings.
-

ISSUE: The area could be improved by addressing public improvements as well as private.

POLICIES:

The City shall:

1. Plan for the undergrounding of existing utilities.
 2. Improve the area along the "B" Street flood channel through the use of landscape, covering the channel within fifty feet of intersections for increased safety and other equivalent features.
 3. Implement an Oldtown streetscape program that includes street furniture, pedestrian elements, decorative street and sidewalk areas, public congregation areas, improvement of parking lots, facade landscaping, lighting, entry statements, and other design features.
-

ISSUE: Circulation problems exist in the neighborhood

POLICIES:

The City shall:

1. Encourage pedestrian and bicycle activity of the downtown.
2. Alleviate parking problems by improving municipal parking lots and obtaining new parking facilities as funds become available.
3. Require pedestrian elements in all developments. This may include: outside eating area, decorative walks, art, or other pedestrian amenities.

-
4. Use local funds, through a capital improvement program or other mechanism to improve the railroad crossings at White Avenue, "E" Street, "D" Street, "A" Street, Wheeler Avenue and Fulton Road.
-

ISSUE: Aesthetic problems occur more rapidly in older areas.

POLICIES:

The City shall:

1. Establish additional landscape and design features within the downtown. This will include street furniture, special paving treatments, fountains, sidewalk cafes, decorative lighting throughout the whole neighborhood.
 2. Develop an upkeep program for all properties in the neighborhood. Provide loans, grants and other incentives as funds are available.
-

ISSUE: As structures age or fall into disrepair they may be destroyed.

POLICIES:

The City says:

1. Develop a historic preservation ordinance.
 2. Encourage the upgrading, improvement and adaptive reuse of historic structures.
-

South La Verne (Neighborhood 8)

South La Verne represents the City's greatest potential growth in manufacturing, light industry, and business park development. Although much of its territory is governed by the precise requirements of the Industrial Specific Plan, this neighborhood includes smaller areas which were not incorporated in that 1985 plan.

The Community Development Department identified several issues in the 1987 general plan background report. They are identified below, along with accompanying policies:

ISSUE: The railroad and washes create harsh edges.

1. All new construction adjacent to washes and railroad rights-of-way shall incorporate a dense landscape screen of trees and shrubs.
 2. Where new construction is located directly across a wash or railroad right of way from residential property, the landscape screen shall include decorative slumpstone walls or view fences with variation in plane, texture, and landscape treatment on the exposed side.
 3. Street improvements required as part new construction in South La Verne shall include landscaping along any adjoining wash or railroad right-of-way.
-

ISSUE: The hill behind Puddingstone Village is a scenic backdrop.

POLICIES:

1. The City shall discourage grading of Puddingstone Hill which would alter its basic profile. The City opposes development beyond its boundaries which would change the character of the hill.
-

ISSUE: Entry points (portals) are ill defined.

POLICIES:

1. The City shall provide for the installation of monument signs and landscaping at the following locations: Arrow Highway at San Dimas Canyon Road; White Avenue at the city limits; E" Street at McKinley Avenue; "D" Street at Arrow Highway.
-

ISSUE: Several landmarks and viewpoints should be protected.

POLICIES:

1. Landscaping and development on Arrow Highway should be designed so that views of the University of La Verne, David and Margaret Home dormitory and Weymouth Filtration Plant are enhanced.
2. Development and landscaping along Puddingstone Drive should protect views of the Brackett Field control tower, the single dominant physical element at the airport.
3. The Carrion Adobe should be permanently protected as one of the last adobes in the Pomona Valley. Any proposed development should be designed to incorporate and preserve the adobe.

Shrubs
Pedestrian elements

ISSUE: Neighborhood identities should be protected; housing stock should be conserved

POLICIES:

1. The City shall encourage development which protects and improves the integrity of South La Verne's most isolated residential areas: Puddingstone Village, Sierra Way east of Monmarthe, Walnut Street, and mobile home parks.
2. La Verne shall encourage repair and maintenance of residential units through the development of a property maintenance ordinance and implementation of the City's housing element.
3. La Verne shall expand its housing programs to provide additional funds for housing rehabilitation in

ISSUE: Several streets require street-scape treatments

POLICIES:

1. Development proposals in South La Verne should anticipate and address streetscape along the following streets:

Arrow Highway (entire length);
Fulton Avenue;
First Street east of White Avenue;
Puddingstone Drive;
Wheeler Avenue;
“E” Street south of Arrow Highway.

2. The City shall require that consistent street furniture and landscaping along the length of streets identified above, consistent with the Industrial Specific Plan and incorporating:

Bus shelters
Benches
Trees

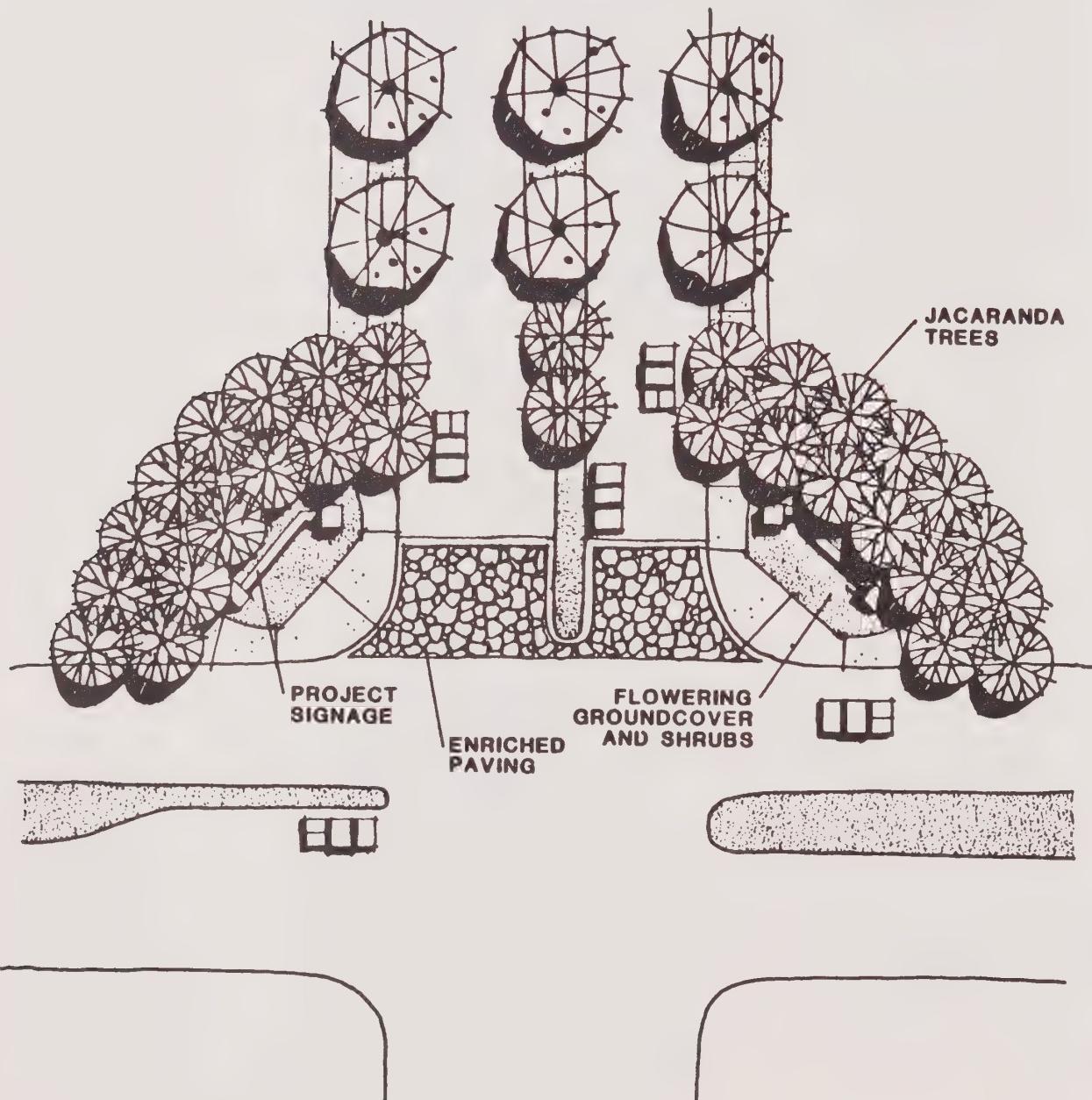
ISSUE: Appearance of mobile home parks can be enhanced

POLICIES:

1. The City encourages additional street tree planting and landscaping in and around the existing, older mobile home parks of South La Verne. Any alterations proposed under the mobile home park ordinance shall include landscape measures to soften and enhance the appearance of these important residential areas.
2. The City encourages proper maintenance of mobile home parks.

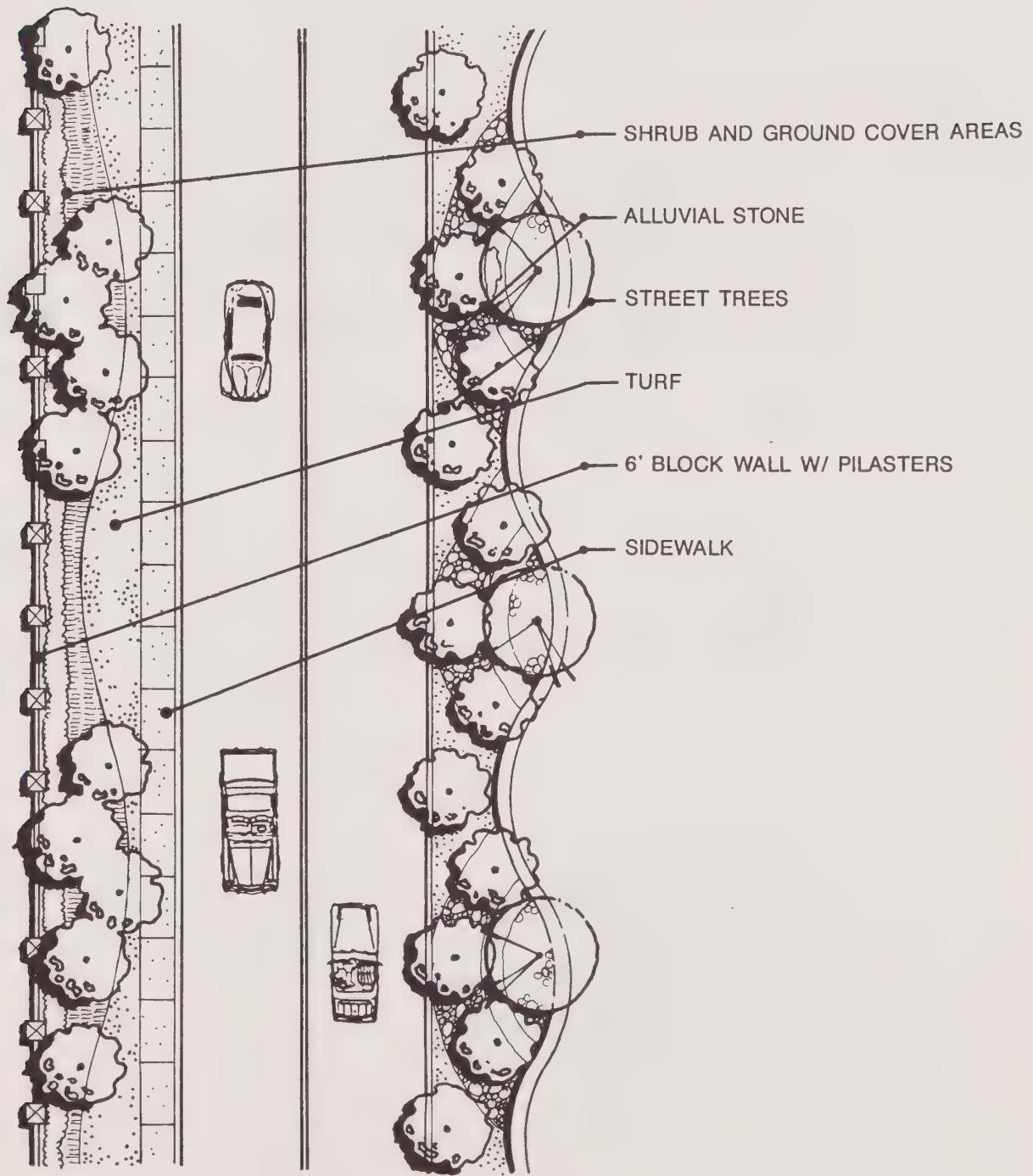
SOUTH LA VERNE— MAJOR PORTAL TREATMENT FIGURE CD-31

SOURCE: City of La Verne, Community Development Department.



"E" STREET—PLAN VIEW FIGURE CD-32

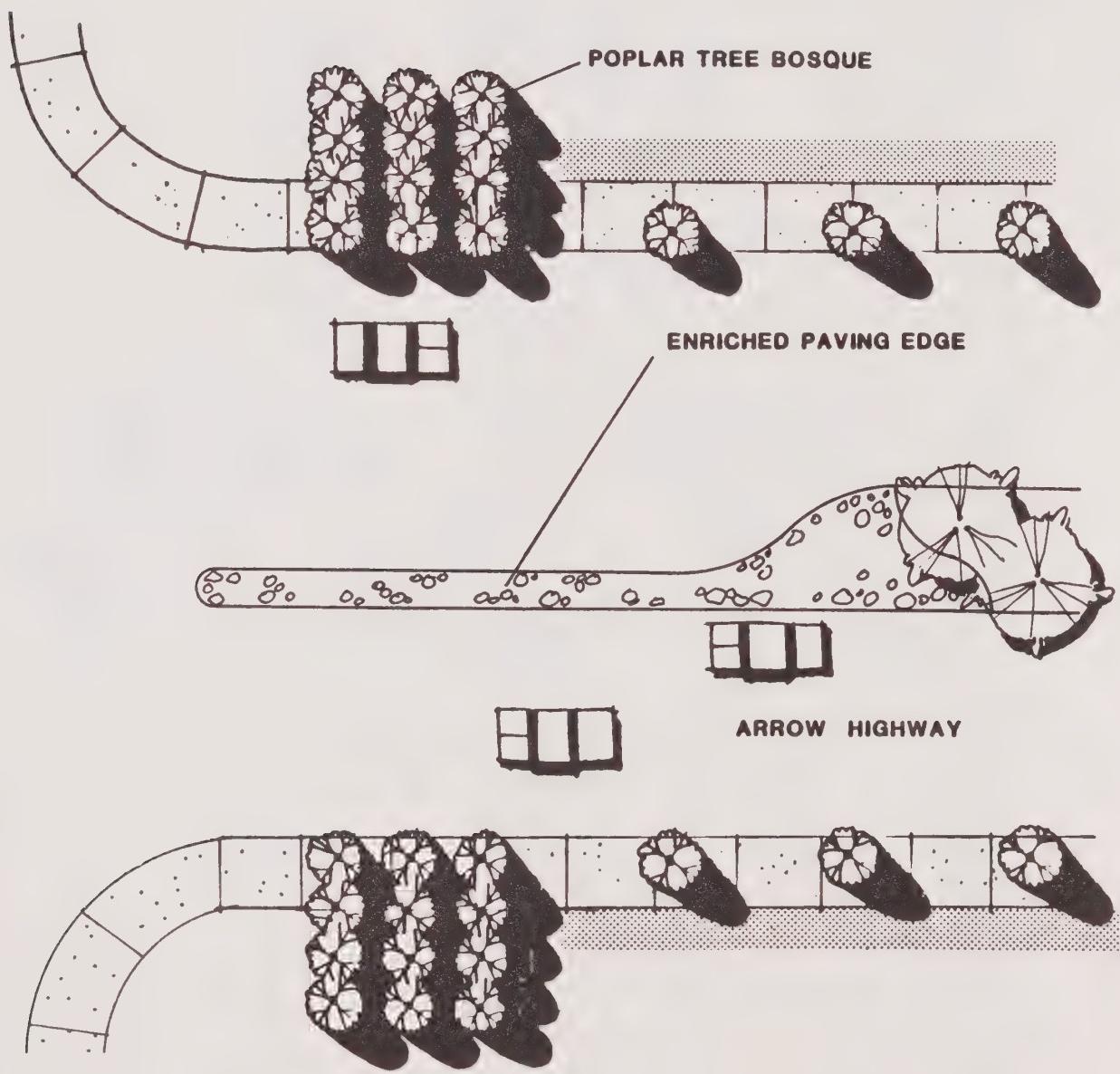
SOURCE: City of La Verne, Community Development Department.



ENTRY STATEMENT ARROW HIGHWAY

FIGURE CD-33

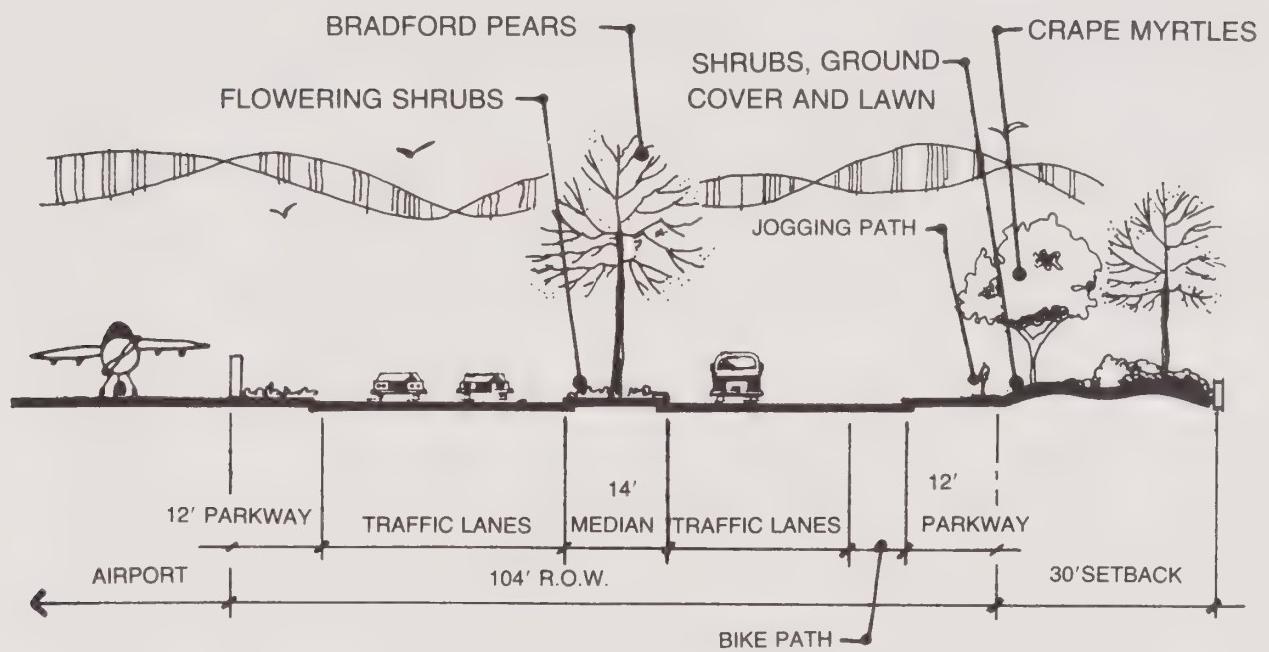
SOURCE: City of La Verne, Community Development Department.



PUDDINGSTONE STREET PROFILE

FIGURE CD-34

SOURCE: City of La Verne, Community Development Department.

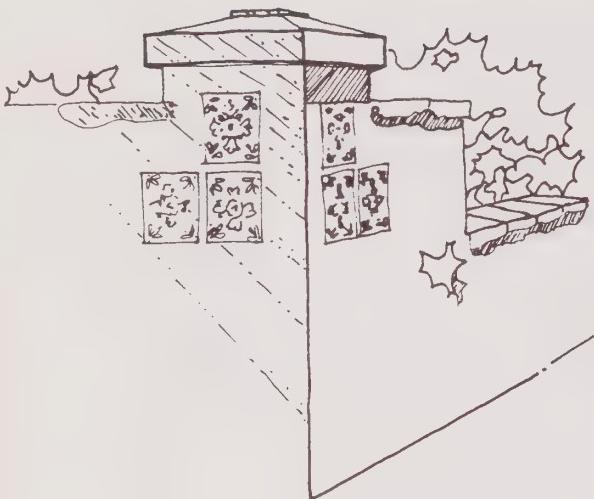


PUDDINGSTONE DRIVE

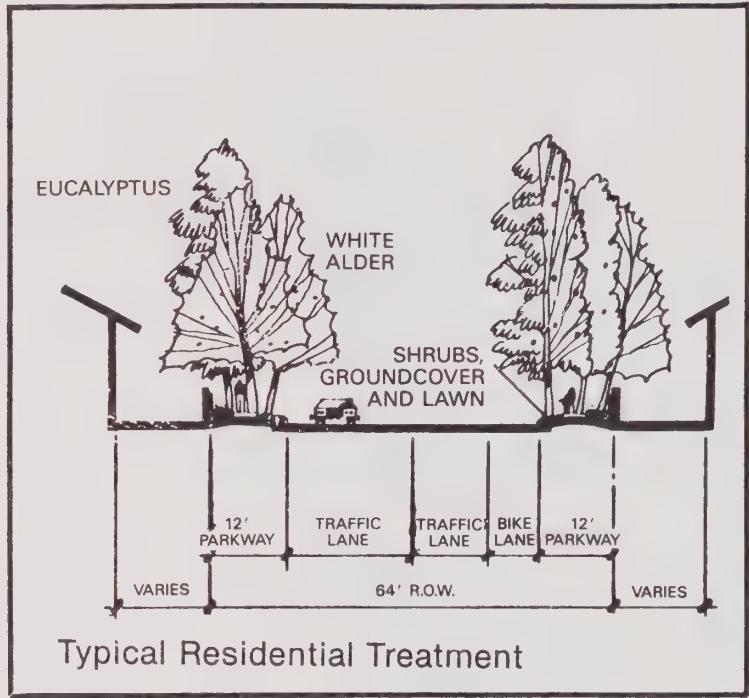
TYPICAL STREET AND BUFFER TREATMENTS SOUTH LA VERNE

FIGURE CD-35

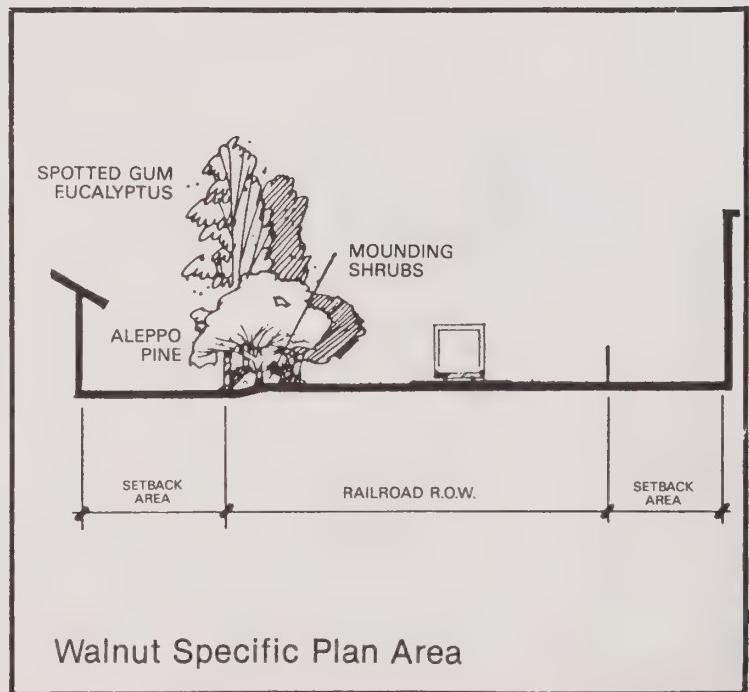
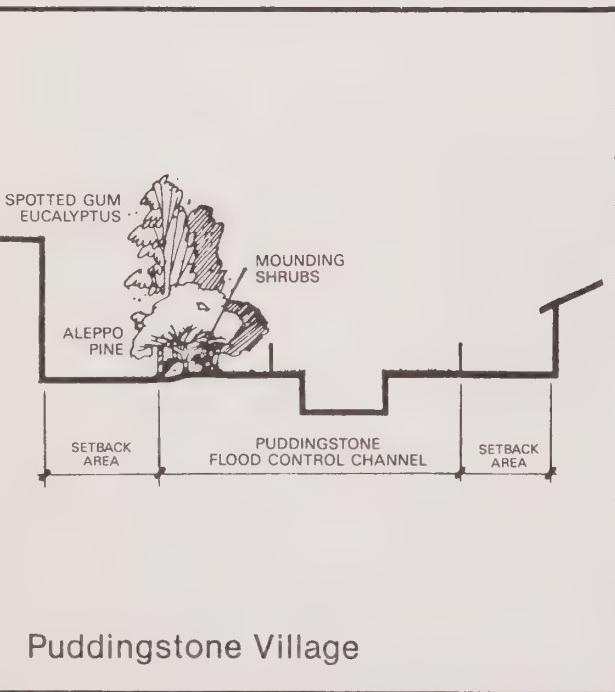
SOURCE: City of La Verne, Community Development Department.



Architectural Textures



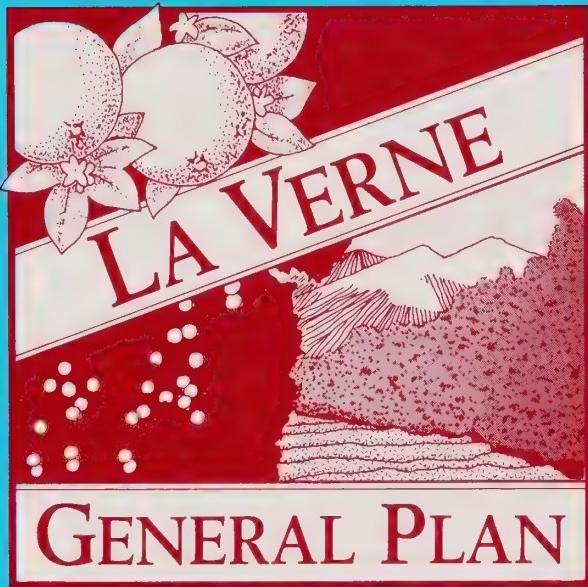
Typical Residential Treatment



Puddingstone Village

Walnut Specific Plan Area

GLOSSARY





GLOSSARY

Affordable Housing—Housing is considered affordable to all households if it costs no more than 30% of gross monthly income for rents and up to 3.0 times annual income for purchasing a home. These are the standards used by the federal and state government and the majority of lending institutions.

Air Basin—One of 14 self-contained regions, minimally influenced by air quality in contiguous regions.

Air Pollutant Emissions—Discharges into the atmosphere, usually specified in terms of weight per unit of time for a given pollutant from a given source.

Air Quality Standard—A health-based standard for air pollution established by the federal government and the state.

Alluvium—Sediment deposited on land from streams.

Alquist-Priolo Special Studies Zone—A delineated area along all known active earthquake faults. These zones were established by the Alquist-Priolo Special Studies Zones Act (Public Resources Code Division 2, Chapter 7.5). The purpose of the Act was to regulate development included in the Special Studies Zones.

Ambient Air Quality—The quality of the air at a particular time and place.

Ambient Noise Level—The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Amortization—When used to refer to non-conforming uses or signs, amortization

means a legal process by which a use, structure, or sign is permitted to remain until a point when its economic value has been recaptured. Once this has occurred, the City may within certain legally prescribed limits, seek the removal of the nonconforming use or sign without further compensation.

Ancillary—A facility or use that is accessory to a larger facility or use.

Arterial—A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to properties.

Balance—The equilibrium of all contributing elements of a building or plan. Symmetrical balance is created when an object has a perfect, “mirror image” quality, the left and right sides exactly the same. Asymmetrical balance is created when the various elements, like geographic metric shapes on a fulcrum, are balanced so that each half appears quite different and yet the weights maintain equilibrium.

Bedrock—The solid rock underlying soils.

CNEL—Community Noise Equivalent Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 P.M. to 10 P.M. and after addition of 10 decibels to sound levels in the night before 7 A.M. and after 10 P.M.

Collector—A street for traffic moving between arterial and local streets, generally providing direct access to properties.



Colluvial Soil—Soil containing rock fragments that have accumulated at the base of a steep slope as the result of gravitational action.

Community Park—According to the National Recreation and Parks Association (NRPA) standards, a community park offers a wide variety of recreational amenities and is usually 25 or more acres.

Community Reinvestment Act—Federal legislation which requires lenders to take a proactive posture toward reinvestment in older neighborhoods.

Conservation—The management of natural resources to prevent waste, destruction, or neglect.

Coverage—The proportion of the area of the footprint of a building to the area of the lot on which it stands.

Decibel, dB—A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

Defensible Space—A term that refers to a useable and safe residential environment that is under the control of its residents. Examples of ways to achieve defensible space in a residential development include grouping of dwelling units, defining paths of movement, and creating opportunities for visual surveillance.

Density—Dwelling units per acre; population, families per square mile/acre.

Fair Share Allocation—A distribution of lower income housing need among the cities in the region which is prepared by the Southern California Association of Governments (SCAG) for cities in Los Angeles county. The idea behind the allocation is that each jurisdiction should bear proportional responsibility for housing the low and moderate income population of the region. The allocation is expressed in terms of the number of additional lower income households which each jurisdiction should absorb over a five year period.

Fault—A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Active Fault—A fault that has moved recently and which is likely to move again. For planning purposes, "active fault" is usually defined as one that shows movement within the last 11,000 years and can be expected to move within the next 100 years.

Potentially Active Fault—(1) A fault that last moved within the Quaternary Period before the Holocene Epoch (the last 2,000,000 to 11,000); (2) A fault which, because it is judged to be capable of ground rupture or shaking, poses an unacceptable risk for a proposed structure.

Inactive Fault—A fault which shows no evidence of movement in recent geologic time and no potential for movement in the relatively near future.

Fire Flow—a rate of water flow that should be maintained to halt and reverse the spread of a fire.

Flood Plain—A lowland or relatively flat area adjoining inland or coastal waters that is subject to a one-percent or greater chance of flooding in any given year (i.e., 100-year flood).

Floor Area Ratio—The ratio of the gross floor area of all the buildings on a lot to the area of the lot itself.

Goal—The ultimate purpose of an effort stated in a way that is general in nature and immeasurable. Example: "To enhance the open-space amenities of the community."

Greening—"Greening" means the exhaustive systematic planting of trees and shrubs so that the benefits of greenery are felt throughout the City. These include cleaner air, shade, and aesthetics.

Ground Failure—Mudslide, landslide, liquefaction, or the seismic compaction of soils.

Handicapped—The count of persons with disabilities or handicaps in the U.S. Census is based on self-definition with no medical documentation required. As a result, the number may include asthma, arthritis, mental illness, diabetes, etc., as well as musculoskeletal diseases, paralysis, etc. which require modification to housing.

Hazardous Material—An injurious substance, including pesticides, herbicides, toxic metals and chemicals, liquified natural gas, explosives, volatile chemicals, and nuclear fuels.

Household—The census considers all persons living in a dwelling unit to be a household, whether or not they are related. Both a single person living in an apartment and a family living in a house are considered households.

Household Income—The total of the incomes of all the people living in a household. Households are usually described as very low income, low income, moderate income, middle income, and upper income according to their household size and relation to the regional median income for that household size.

- Very Low Income = 0—50% of the regional median income.
- Low Income = 51—80% of the regional median income.
- Moderate Income = 01—120% of the regional median income.

Igneous Rock—Rock formed from the cooling and solidification of magma that has not been changed appreciably since its formation.

Industrial Specific Plan—The popular name for the Designated Specific Plan Area Specific Plan, a specific plan for an area in the South La Verne planning area which was adopted by the City Council in January, 1985.

Implementation Measure—An action, procedure, program or technique that carries out general plan policy. Example: “Develop a geologic hazard overlay zoning classification and apply it to all geologic

hazard areas identified in the general plan.”

Infrastructure—The physical systems and services which support development and people, such as streets and highways, transit services, airports, water and sewer systems, and the like.

Liquefaction—A process by which water-saturated granular soils transform from a solid to a liquid state because of a sudden shock or strain.

Local Street—A street providing direct access to properties and designed to discourage through-traffic.

Mass—Mass describes three dimensional forms, the simplest of which are cubes, boxes, cylinders, pyramids, and cones. Massing shapes a building. Use large or small massing to emphasize or small massing to emphasize or subdue certain building elements, realizing that larger interior spaces create a larger building mass. Voids, or open spaces in massing, can alter the appearance of a simple mass, making it more interesting and less imposing.

Median Income—The income category for each household size which is defined annually by the Federal Department of Housing and Urban Development. Half of the households in the region have incomes above the median and half below. (The 1980 median income in Los Angeles County was \$17,551. For La Verne, the 1980 median income was \$21,299.)

Metamorphic Rock—Rock derived from pre-existing rocks, but that differ from them in physical, chemical, and mineralogical properties.

Mini-Park—National Recreation and Parks Association (NRPA) standards define a mini-park as a park that serves the recreational needs of a specific user group, such as children. Mini-parks are located close to the population they serve.

Neighborhood Park—According to NRPA standards, parks in this category should be at least 15 acres in size and centrally located in neighborhoods where the users live.



C124907731

Noise Exposure Contours—Lines drawn about a noise source indicating constant energy levels of noise exposure. CNEL and Ldn are the metrics utilized herein to describe community exposure to noise.

Portal—a significant gateway or entrance into La Verne.

Proportion—Refers to the internal relationship between a whole and its component parts.

Response Time—the total time it takes for the fire department to receive the alarm, dispatch the unit, arrive at the scene and apply water.

Rippability—A term which describes the extent to which soil or rock can be easily excavated.

Sedimentary Rock—A rock formed from materials deposited from suspension or precipitated from solution and usually consolidated.

Transportation Demand Management (TDM)—The implementation of strategies which will encourage individuals to either change their mode of travel from a single-occupancy vehicle, eliminate the trip altogether, or commute at other than peak periods.

Transportation System Management (TSM)—Strategies that are designed to improve traffic flow through modifications in the operation of existing facilities.

